



*Worsinger Photo, New York*

KNOX hats as they bask in the limelight in a prize window  
of one of the Hat Corporation dealers in New York.

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# CONNECTICUT INDUSTRY

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L. M. BINGHAM, Editor

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## A Sound Declaration

By E. KENT HUBBARD

That a non-partisan drive for economic recovery should have been started by a group of Senators from both leading parties in the closing days of the special session of Congress, was truly a significant and hopeful omen for the inaugural of 1938. Although representing the joint effort of such men as Senators Bailey (Democrat of North Carolina), Byrd, (Dem. of Va.), Burke (Dem. of Neb.), Copeland (Dem. of N. Y.), Gerry (Dem. of R. I.), Tydings (Dem. of Maryland), Vanderberg (Rep. of Michigan) and others, the ten point "Declaration of Principles" was given in an address to the Senate December 20, by Senator Josiah W. Bailey of North Carolina.

Striking a much-needed note of true Americanism this ten point declaration is literally a new confession of faith in responsible individualism as opposed to state socialism. It serves notice on the American people that at least the upper house of Congress of the United States has full knowledge and understanding of the economic "state of the nation" as well as a truly American and business-like approach toward averting the consequences of a further business recession.

Points of this sound declaration may be summed up in brief, as follows: revising tax on business; approach toward budget balance; just relations between capital and labor; discouragement of government competition with private enterprise; encouragement of competitive system instead of private or government monopoly; investment policy-making that will assure tapping already abundant credit sources by private enterprise; assurance of no further increases in taxes on consumers, and reductions as soon as possible; vigorous maintenance of State's Rights, home rule and local self-government; relief administration by counties, cities and states on a non-partisan and temporary basis; reliance upon American system of private enterprise and initiative as far superior and infinitely to be preferred to any other system thus far devised.

Believing that the principles set forth in this "Non-partisan Program for Economic Recovery" are economically sound and essential to the preservation and upbuilding of our most cherished American institutions, I urge every member of the Association and fellow-citizens of Connecticut, without regard to party, to uphold them by communicating at once with their representatives in Congress, urging their support of these principles.

With the big stake that every American has in the future—regardless of whether he has a share of stock, a bond, a home, a savings account, children, a job or is merely a consumer—he should, for his own self-interest, assert his views to his Congressmen and Senators in order that the "public interest" of the Nation may again be enthroned instead of the multiple interests of minority groups.

# FEDERAL LEGISLATION

*Following is a legislative report from Tilson, Stanley & McCuen, the Association's legal representatives in Washington.*

THE special session of Congress ended with not a single major accomplishment. A housing bill which the President expects will help to cause the expenditure of sixteen billion dollars of private funds for building and a farm relief bill passed both House and Senate but were still in conference at adjournment.

With the country's two great labor organizations, the American Federation of Labor and the Committee for Industrial Organization, engaged in a bitter battle, and the Democratic membership of the House and Senate sharply divided on geographical lines on the merits of the measure, the sending of the bill back to the Committee on Labor for further study and possible compromise released the tension of a situation which was becoming almost as difficult as the supreme court reorganization controversy in the last session.

Those who believe, however, that this will be the end of the attempt to enact wages and hours legislation in this Congress are probably mistaken. Some bill is almost certain to be passed before the 75th Congress adjourns, but it is likely to be much less drastic in its terms than the proposal recently before the House.

There is every reason to believe that the Administration was frankly frightened by the possibility that the enactment of this bill into law in the form in which it passed the Senate, or in the form in which it was before the House for consideration, might be followed by a further accentuation of the existing business depression or might interfere with recovery. It was committed to the bill; however, and could not very well right about face, but was probably secretly delighted when the House, for the first time in five years, seemed to act independently of White House instructions. White House pressure was freely used to get the signatures of 218 members necessary to discharge the Committee on Rules from further consideration of the bill, in order to break the impasse which prevented this legislation from

being considered in the last session. Having lined up 218 members for the bill, which is a majority, the same pressure, if continued, might well have carried the bill through to final passage.

Just what will be done to the bill before it is again brought to the floor cannot be predicted. The only safe prediction which can be made is that, when again reported, it will be in a form reasonably satisfactory to the American Federation of Labor, and sufficiently altered, perhaps, to relieve the fears of Southern members as to its possible effect on Southern industry.

## Accomplishments of Special Session

The special session of Congress ends with but one major accomplishment, a new housing law which the President expects will help to cause the expenditure of \$16,000,000,000 of private funds for building.

Not even a "corporal's guard" could be mustered in either House or Senate to vote against this measure. There was considerable opposition to it, but a great majority of those who oppose it on principle do not believe it will work and consequently saw no need of translating their opposition into action.

The old housing law, which ceased to be effective the early part of 1937, provided for government insurance of loans for new housing or for the repair of old dwelling houses, up to eighty per centum of the value of the property. The new law permits insurance on loans up to ninety per centum of the value of the property, if not worth more than \$6,000.00. The loans must be made through a bank or approved lending institution, and many opponents of the legislation believe that, even when insured by the government, such institutions will not take a chance on ninety per centum loans, when all costs, including foreclosure, fall upon the lending agency in case of default.

The new law also permits the insurance of loans up to \$250,000 for the construction of row houses and apartments for rental purposes, where the cost of construction is not more than \$1,000 or \$1,200 per room.

Those who were vocal in their opposition to this bill made the contention that the building of low priced

housing cannot successfully be stimulated until the people requiring such housing have permanent employment and a reasonable assurance of steady income to maintain the interest and amortization payments or rental of such property.

## The Farm Relief Bill

The farm relief bill, which passed the House and Senate in substantially different forms, is likely, when finally passed, to be little different in its effect or objectives than the Agricultural Adjustment Act which was declared unconstitutional by the Supreme Court. It seeks to attain the objective of controlling production by new means, which the supporters of the law hope will be held constitutional. Payments will be made by the government to the farmers for purposes of soil conservation, but will be limited to those farmers who cooperate with the government, acting through local committees, in the control of production.

Under this law, the farmer will probably be required to "cooperate" with the government in order to get his pay check. Under the old law he was paid directly for not producing on a portion of his farm. The new law will probably be declared unconstitutional when a proper case gets to the Supreme Court, but in any event the farmers are likely to get one or more years' benefit from it before it is nullified. It will cost about \$750,000,000 annually. As Congress adjourns, this bill is left in conference between the two Houses awaiting final action at the regular session beginning in January.

## The President's Program

As will be seen, no part of the President's original program for the special session was actually enacted into law. Part of it was not even considered. The Administration proposals for reorganization of the executive departments and for regional planning of public works were practically forgotten in the battle over the wages and hours bill, and the only measure to receive final approval was the housing bill which was recommended by the President as an addendum to the original four point program of (1) farm relief, (2) wages and hours control, (3) government reorganization and (4) regional planning. (Cont. on p. 35)



# THE EVOLUTION OF HATS

Hats of yesterday and today . . . how Australian rabbit fur, plus hot water, dyes, heat and much painstaking work makes news headline, "Hat comes out of rabbit" . . . and how the Hat Corporation of America contributes to the adornment of man in all his style-conscious moments . . . This and more are told in this fascinating article prepared by Joseph E. Moody, personnel manager, Hat Corporation of America.

**Editor's Note.** Connecticut makes approximately one-half the fur felt hats produced in the United States and leads all other states by a wide margin. The Hat Corporation of America is Connecticut's largest producer of finished hats. Numerous hat producers are located chiefly in the Danbury and Norwalk areas, the former being called the "Hat City."

THE art of making a hat by felting fur, and then shaping and trimming it, dates back to around 1000 A. D. It was one of the early industries in the colonies of this country, and, differing from some other industries, has always been along the Eastern seaboard. Because of its limited range, there are very few people who have ever seen hats made and a very small proportion of our population who have any idea of the methods used.

The Hat Corporation of America is a combination of some of the oldest and most respected companies in the hat industry. Their labels, which include Knox, Dobbs, Dunlap, Knapp Felt, Berg, and Byron, are names with which the people of the United States are very familiar. At present, the Corporation's main operations are located in East Norwalk, Connecticut. They are housed in the most modern type of hat factories in the United States, and, probably, in the world.

## Significance of Hats

The word "hat" itself literally describes the product, as it comes from the old Anglo-Saxon "haet," meaning "to cover." From this same root, come the words "house" and "hut." Through the centuries great changes in shape, style, and significance of hats have been made. Even in our own country, we have seen changes from the tri-cornered hat, and, within later years, the high hat, the hard hat, and, now, the modern soft felt in its various forms and styles, all of which has been so well said by Mr. Gilbert Lucas:

"When the Prince of Wales visited Mount Vernon and looked at the picture of his illustrious grandsire, who visited us in 1860, he is reported to have said: 'I see grandfather wore a plug hat. I wonder if I should have done the same.'"

"The remark had charm. It also emphasized the subtle change that has come over the world of custom, even English custom, the very soul of English custom. There was a time when everybody who was supposed to amount to something wore a tall hat.

"But there was a time, much earlier, when the cocked hat was equally ritualistic; and earlier still, the glorious plumed affair of the cavalier.

"It is said that men's hats have changed less, through the centuries, than any other part of their attire, due perhaps to its more limited surface. But democratization has had its say here, too. And the soft hat, the straw hat and the cap have gradually won their way into exclusive favor.

"The ancients may have built nobler temples, written loftier epics, conceived diviner frescoes, but in the matter of hats, they would have to doff theirs to our modern makers, in spite of the inspiration they were wont to seek from their patron, St. Clement.

"In the old days hats were too big, or too little, or too ornate. They outraged the face, dwarfed the stature, or insulted the head.

"Evolution has been kind to the hat. It has become a physical asset, not (forgive me) a handicap. In our better tweeds, felts, velours, beavers, straws, the lines are trim, vigorous, effective. The crown heights, brim widths, and general contours are conceived in such subtle variety that every face and head can find its affinity.

"When you see an individual who has violated nature with an ill-chosen headpiece, you immediately set him down as a man lacking the finer perception. For you know the shops have a hat for him, if he would seek and find.

"And why shouldn't he? What part of his costume should he take more seriously, or choose with greater dis-

cretion? His hat is his crown. It covers the most precious part of his body. The most pompous dignitary in Christendom can duncify himself with a clownish headpiece.

"Indeed, the hat is more symbolically suggestive, and always has been, than any other garment. Pounded into a helmet it suggests valor; fashioned into a square—scholarship; crushed into a cap—sportsmanship, travel, relaxation; peaked and brimmed—witchcraft; peaked and brimless—folly; broad-brimmed and spacious—frontiersmanship; tall, black, sleek, stiff—opulence, sophistication, distinction; round, black, dented, dirty—Barbary Coastdom, Boweryism.

"Never has it lost the high significance it gained when kings called it a crown; bishops, a mitre; nobles, a coronet; chieftains, a helmet. Or when the eyes of a court turned to it to learn whether a Baron entered—a Viscount, an Earl, a Marquis, or a Duke.

"But the hat is significant beyond its color or shape. You can tell much about a man by the way he wears it. Give me the angle of your hat and I will find the hypotenuse of your mood.

"Worn on the back of the neck, it expresses breezy nonchalance; worn on the back of the neck, plus an open mouth, mental hebetude; shoved to the side of the head, rakish cheerfulness, or impetuous bonhomie; tilted forward over the eyes, indifference, somnolence, apathy; resting on the bridge of the nose, coma.

"The fashion of wearing the hat laterally is usually confined to the very young, whose natural diffidence needs extraneous stimulus, or to elderly blades, to keep alive the fervor of youth or the embers of a lurid past. This particular slant is a marvelous antidote for modesty and melancholy.

"Vain elderly gentlemen with good heads and white hair frequently stand with the hat off. Young men of hirsute sleekness get reputations for chivalry by the same affectation. So allied are vanity and decorum.

"But show me a sensitive man of unbecoming baldness, or cursed with a cowlick, and I will show you a man



**VIEW of the "barrel" of a forming mill and the cone upon which fur is drawn by suction to form the hat in its first production stage.**

whose hat is his best friend, and whose stature, both physical and moral, recedes when uncovered.

"The hat bears a prominent part in the ritual of chivalry. We uncover in the presence of kings, death, the ladies. The hat is touched in salute. G. K. Chesterton concludes that the removal of the hat to ladies is a matter of convenience; for, theoretically at least, one might as well take off his shoes, his tie or his cuffs. Indeed, in Oriental countries, the shoes, not the hat, are removed on entering the home, or houses of worship.

"But with us the hat is a symbol of reverence, doffed, except in Holland, when we enter the church. Newton took off his hat whenever he uttered the word God. Shaw, in his preface to 'Man and Superman,' says 'Men attach penalties to marriage, depriving women of property, of the franchise, of the free use of their limbs, of that ancient symbol of immortality, the right to make oneself at home in the house of God by taking off the hat'."

Hats have been long the symbols of liberty. Switzerland is free because Tell refused to acknowledge the hat of Gessler. When the Romans freed slaves, they gave them a hat or cap. In the Middle Ages, a cap was given to students who had attained freedom from the rods of their dons.

Hats have been used to symbolize

glory. A good deed is still referred to as "a feather in the cap." Rosalind, in "As You Like It," spoke with historical significance when she said, "Is he of God's making? Is his head worth a hat?"

Most men like to wear a good, becoming hat.

Some folks like 'em so well they sleep in nightcaps. Oscar Hammerstein is remembered by the world as a builder of theatres. But to his friends he is remembered as a man who always wore a French silk hat, which he would never take off. Lord Byron, writing of Charles Skinner Matthews, once said: "He has a fancy for dining at all sorts of out-of-the-way places. Somebody popped upon him in I know not what coffee-house in the Strand—and what do you think was the attraction? Why, that he paid a shilling (I think) to dine with his hat on. This he called his 'hat house,' and used to boast of the comfort of being covered at meal-times."

#### **Odd Facts About Hats**

There are certain interesting items about hats concerning which most persons can ask questions, but which very few can answer. How much fur does it take to make a felt hat? The answer is about three ounces, depending upon the weight of the felt wanted. Why is the bow placed on the left hand

side? That looks like rather a silly question, with little or no point, but, it goes back to the time when the cockade, worn by men on the left hand side of their headpieces, indicated the side they were on. A great many people would like to know why a hat is size  $6\frac{7}{8}$ , 7,  $7\frac{1}{8}$ , etc. The writer can find no explanation for this, in that the English and American manufacturers use the same symbol, but an English  $6\frac{3}{4}$  is an American  $6\frac{7}{8}$ . However, English manufacturers, when making hats for the American market, use the American scale, and American manufacturers use the English scale when exporting hats to England. In France, they use a different series of figures and fractions. Instead of having eights indicating a size, they have halves, and an American size 7 equals a French size 5.

#### **Hat Materials**

In the Hat Corporation plants in Norwalk, the various lines of headwear commonly worn in the United States are made: the fur felt, or soft hat; the derby hat; the silk, or high hat; straws, both Sennit and Panama; millinery; fabric hats; and caps.

In the ordinary felt hat, it is quite possible that the substances used were gathered from the far ends of the world: the fur coming from the coney, rabbit and hare, most of this being shipped to the United States from England, Scotland, Australia, Germany, France, Ukraine, and Austria. Some uses are made of the American rabbit, but this fur is of inferior grade. Higher priced felt hats are made of a mixture of the beaver and hare or coney, or entirely of beaver fur, this being the highest grade of delightfully soft, but strong, felt. Muskrat fur is used for a fine surface. Although it tends to give the felt a softness, the fibres are weak, and so it is used only in mixtures of other furs. The silk band is made from the finest silk, the silk itself coming from China and Japan and woven in America. The lining of satin or silk comes from China or Japan, but is generally woven in American mills. Also, a great deal of rayon is now used. In the brim of the hat, in order to give it a stiffness, is embedded a shellac solution, derived from the lac bug of India. The leather in the hat band, which makes the hat fit and feel so comfortable on the wearer's head is what is known as a "roam leather." It is very carefully prepared to make it soft and smooth and to stand up under the hard wear the

sweat bands receive. This is attached to the hat with the finest of silk thread, the whipping-in machine using an 00000 thread. There are, of course, variations of this standard, some hats having a reed on the edge of the leather, forming a small bead around the inside of the hat, and others with oil silk backing to prevent perspiration from soaking into the felt.

A wide variety of ornamentations are used in ladies' hats, such as those made from metal, bone, glass, and feathers. There are also a great many synthetic materials used, such as phenol products, celluloid, cellophane, and imitation leather.

#### **Production of Hats—Consumption of Materials**

In the 1936-1937 season the Straw Department of the Hat Corporation of America, in the manufacture of more than 218,000 sewed straw hats, used enough straw braid to span the Atlantic Ocean, plus 6,225,000 yards of braid. The braid consumed would stretch more than 3,500 miles—further than from Norwalk to London. This output required the use of 69,050,000 yards, or approximately 29,250 miles of thread—a distance of one and one-sixth times around the globe; the skins of 17,895 sheep for the leather hat bands; and 10,359 yards of satin for the linings. These figures do not include materials used in connection with the manufacture of Panama and other body hats.

If the skins of rabbits used in fur felts during a twelve month period were sewed together in a blanket, it would cover an area only slightly smaller than that of greater New York. This represents the skins of some 8,000,000 rabbits. The equivalent of 20,000 beaver skins are also used. In a recent year, the Hat Corporation used nearly one and one-half million square feet of woven fabrics in making caps.

The greater part of the Hat Corporation's manufacturing effort is spent in the manufacture of fur felt hats, and the greater percentage of these are men's felt hats. It is almost impossible to describe the fine variations in work, care, and effort in the processes of making hats. The processes depend, to some extent, on the fineness of the desired finished product. As it has been so often said, "The hat industry has, for its base, a constant variable," that being the fur that is used—an animal product about which comparatively little is known

considering what is accomplished with it. Its variations are uncontrollable in a great many cases. Because of this, a great many traditions have sprung up around hat manufacturing, and it is not at all surprising to hear that changes in temperature, changes in weather, and most anything else contribute to the slow or fast shrinking condition of the fur. There are dozens of steps in the process which changes the raw fur to a substance which does not resemble the original raw material in any way. In fact, hat making is one of the very few industries where the original raw material is transformed into a substance entirely different from the original.

#### **Preparation of Fur**

Men's fur felt hats, as previously indicated, are formed from the fur of rabbits. Skins are imported in large bales from the countries mentioned earlier in this article. The skins from England and Scotland, and, in some cases, from France, are what are known as "prepared" skins, meaning that they are ready for the carroting process, which is the application of mercuric nitrate to the fur. Where the skins are prepared in Belgium, the long hair fibres are plucked from the skin, leaving just the soft fur. The furs from some of the other countries are clipped,—that is, the long hair fibres

are cut, leaving the stumps of the hair with the fur. If the pelts are received unprepared (In this case, they are hard and stiff), the whole process is carried on as follows: First, they are placed in large rotary drums with damp sawdust. After being tumbled for a certain length of time, they become soft and pliable. They are then slit by women and the ears and tails are cut from the pelt. When received, there is a certain amount of dirt and blood sticking to the fur and this is now brushed or combed from it. The skins are then pulled through a clipping machine, which clips the long hair fibres from the pelt, leaving just the under fur fibres. Next, the skins are sorted according to color, size, and quality, and are ready for carroting. The carroting process, one of the most important, is actually, as indicated before, an application of a mercuric nitrate solution to the fur. In some cases, a non-mercuric nitrate has been used, but not with complete success. The pelts are then placed on racks and dried, and are either stacked and allowed to age, or the fur is cut from the skin and the cut fur aged. The cutting operation is one of placing the pelt through rollers and having a rotary knife, travelling at a very high speed, shear the skin from the fur. The aging of the fur varies with the type and use to be made of it, and runs



**VIEW of "tipper" which breaks out the square of the hat preparatory to numerous finishing operations on the brim and crown.**



from one week to a month. The fur is put into bags holding five pounds, and is classified according to quality and type. The fur is now ready to leave the fur shop and enter the hat factory.

#### Making the Fur Felt Hat

The first processes take place in what is known as the "Back" or "Wet" shop, until such time as the hats reach a rough body stage. From there they go into the "Front" or "Dry" shop, where they are finished and trimmed.

In the Backshop, the first process takes place in the Blowing Room, where the various types of fur are mixed together to obtain the mixture that is necessary to produce the proper color or texture of felt that is wanted. It is first mixed in large bins, where the correct number of pounds of fur have been dumped. A mixture may vary from five to two hundred pounds in total. The fur is then placed in what is known as a "mixing machine," where it is agitated and mixed. It is blown into the air in a large compartment, and, after falling, it is mixed, but still contains a certain amount of

rollers and fast rotating picks. There is a series of about one dozen rollers and picks. Along the side of the machine, which is some sixteen feet long, there are steam jets, which blow into the fur to keep it from becoming static, and, thereby, sticking to the metal parts of the machine and clogging. When the fur leaves this machine, it is thoroughly mixed and very fluffy. The fur is now ready for the Forming Mill.

It is deposited in large boxes and the boxes are taken into the Forming Mill, where boys or girls weigh out the exact amount of fur for one hat. It is very difficult to describe the actual process of forming the original hood, but the amount of fur necessary for one hat is blown to the top of the Forming Mill and then drawn down on a wet perforated copper cone through the suction of air. The cones range from 26 x 28 inches to much larger hood cones up to 30 x 32, and even higher. In drawing the fur down on to the cone, the air suction is regulated by moving the baffle up or down under this cone and adjustment in the

This tends to cause the fur to adhere through the cohesion of moisture, and a tin form is dropped over the cone, the burlap protecting the loose fur on the cone. The entire form is then submerged in a large tub of hot water. This tends to set the fur. The operator removes the fur hood from the cone by tapping the edge of it, and its own weight pulls it from the cone. This is known as the original hat body. By delicate handling it is put into a hardening machine, where it is given its first work.

From this point on the entire process of felting is a matter of hot water and work, tending to force the tiny fur fibres closer together and causing them to hook on to each other to make a tight, hard felt. In the early processes, the operator must be very careful, lest the body felt together to cause streaks. In fact, only a few seconds too much work in one position will cause streaks.

After the body has been hardened, it goes into the Starting Department, where, by keeping three to six bodies together at a time, the starter dips them into boiling hot water, first one corner, then another corner, then the tip, and, in between, they are opened, after which they are rolled in burlap and rotated on a starting machine, or some other method of rotation.

After the starter has made the number of rounds necessary to shrink them to the proper size for the next operation (about 19 x 25 inches) they are passed to the "A" machines. Here, again, the hat bodies go through hot water, rollers, and pressure, to shrink them further. After they come out of the "A" machine, they are what is known as "stacked," this process being the evening of the edges and the straightening of the form of the cone. The hats have now shrunk from some 28 x 30 inches down to 13 x 18½.

From this point the hats go to the "B" machines, where a more intensive process of running on aprons between rollers in extremely hot water and pressure, causes them to shrink further, until they are down to approximately 10¼ x 15½ inches. In the case of some hats, because of their texture and body weight, they are sized on a small three roller machine, rather than going through the "A" and "B" machines.

#### Dyeing and Forming

The hats are now reduced to a cone shape, but in order to get them into a shape where they can be used as hats, they must be dyed, stiffened, and



**MACHINE** blocking of hats showing bath of some ten gallons of cold water being released to "set" the felt.

hair and dirt. The fur is then fed into a blowing machine (These blowers were formerly made in Germany, but are now manufactured in this country), and passes through a series of

side of the barrel. The cone is put on a turntable and the fur drops on it like snow that is wet. The operator then opens the doors of the mill and wraps a burlap cloth around the cone.



blocked. In some cases, the fur is dyed before the hat is formed, but it has been found from experience, advisable to dye the hat as nearly the end of the Back Shop process as possible, because of the tendency of any dye to bleed under the continual handling, pressure and contact with hot water. However, if the fur was not dyed originally, the colors, if not to be used in natural color, are put in large dyeing machines, or small kettles, depending on the number to be dyed. After the dyeing process the hat bodies are then stretched and blocked.

The stiffening process is that of applying shellac, through rollers, to the brim part of the body. The shellac penetrates the felt and stays on the inside of the felt, tending to give the brim a fullness besides aiding it to keep this shape during the life of the hat.

In the stretching, the first process is tipping. This tends to break out the cone at the square of the hat, this square being the circumference of the crown. Then, in order to have a brim, the body is pulled onto a brim stretcher, where a machine tends to break out the edge of the cone shape into a brim. These bodies are then put onto a form block nearly the shape of a hat, after submerging in hot water. The felt is stretched tightly over this form and a considerable amount of cold water (about ten gallons) is allowed to run over it, thereby setting the felt, which has, up to this time, been in very hot water. The bodies are now for the first time in the shape of a hat.

The next process, that of pouncing, is sometimes part of the Backshop and other times it is connected with the Front Shop process. In the days of hand pouncing, it was the application of fine sandpaper to the felt body, stretched over a wooden block. The sandpaper cut the longer fibres from the surface of the hat, leaving it a smooth, close-cropped felt. This process is now the same except that we have machines that take care of a great part of our production by automatically rubbing the sandpaper on the felt, as it rotates on a chuck or lathe. There are all degrees of pouncing, from leaving a long nap to a very close, short finish. Felt bodies are pounced both inside and out. The brims are then jigged, which means that pieces of sandpaper, held in mechanical hands, are rubbed on the brim as the hat rotates, this accomplishing the same purpose as the crown

pouncers. This process of cutting down the nap to get a smooth finish is done in various ways, depending on the shop, quality of the hat, and type of finish that is wanted.

**Finishing.** The process of finishing a hat might be compared to polishing and buffing a metal product. It gives the hat the finish that is wanted, takes the nap off the felt down to standard, and literally "shines it up." When



THE Trimming Room, showing the "banding" operation.

the bodies are received in the Finishing Room, they are inspected for mottled condition or imperfections of any kind in the rough body. They are then weighed out to the finishers in singles or dozens, depending on the number to be finished. These rough bodies are then pulled or stretched over wooden blocks the size, shape, and style that the finished hat is to be. If the body happens, because of its Backshop blocking, to go on the block easily, it is put on dry. Otherwise, the body is steamed in order to give it elasticity, enabling the finisher to pull it over the block.

The body is then crown-ironed by machine, an automatic process which turns the hat while an electric iron, controlled by an eccentric, passes over the entire crown of the body. The crown is dampened by a sponge before the iron is placed against it. This tends to shrink the felt very tightly onto the block to insure its permanent shape and style. The finisher then brim-irons the body, which, as indicated, is done by a hand iron operation which puts the brim into shape. He also irons the under side of the brim. Between the first and last ironing, the hat is brim-jigged. This operation consists of passing the brim between two moving metal arms to which sandpaper is at-

tached in order to take the excess nap from the felt. The finisher then applies grease and, in some cases, a powder, which is rubbed into the brim, tending to give luster to the felt and also to give it an even color appearance. The grease, as it is called, is sometimes a petroleum product, but, in a great many cases, coconut oil and glycerine are used. The crown is then rubbed down with very fine sandpaper to bring it to standard as to nap and finish. In some cases the hats are buffed, and again grease and powder may be applied to the crown while the hats are leured and slicked to bring them to a very pleasing texture and even color. The hats are then brushed, inspected as to quality, weight, brim dimension and color, and then sent to the Trimming Room.

In the Trimming Room, bows are made and bands sewed on, either by hand, or tacked on by machine. Leathers are cut and fitted to size, sewed up the back, and whipped into the felt, the whipping-in machine being a sewing machine of the over-seam type, which takes just the surface of the felt and sews the edge of the leather onto it with a chain stitch. If the hat is to have a lining, it is sewed in very skillfully, in order that no needle shall pass through the felt, but the linings will be held firmly in place. All linings are blocked after the labels have been printed in the crown.

**Flanging.** The hat is now ready for the process of flanging. This process is one of placing the hat into a flange form while the brim is pressed with a heavy iron, after having been curled to fit the form of the wooden flange; this is to give the hat its lilt or line. The character of the hat is really made in the brim by flanging. The flanging process consists of tying down the hat by placing a piece of canvas over the brim. This is wet and is ironed, after which it is placed under a bag, which is a large asbestos surface, lined with electric coils, and given weight by the use of sand. This bag is dropped down over the flange and, through the use of sand, it tends to set the brim of the hat, giving the desired shape. The edge of the brim is cut, if it is to be a raw edge brim, or bound, if it is to be a bound edge, or, if it happens to be a "Cavanagh" edge, it receives no attention at all.

The hats are then "slicked up" in order that they be in A1 order when they are received by the final inspectors. Although the hat bodies are inspected all through the processes in

both the Back and Front Shops, the final inspectors always seem to find plenty of mistakes previously overlooked.

After inspection, each hat goes to the Packing Room, where it is carefully covered with tissue paper, protected from shaking around with cardboard stays, and packed in beautifully made hat boxes. The Hat Corporation's hat boxes, the most famous in the world, in some instances, surpass in appearance high class luggage.

### Derby Manufacture

Derbies, once the bulk of the business of any hat manufacturer, but now a small part of production, are made in a separate department. The derby is a felt hat that has been stiffened with a solution of shellac and alcohol before or after dyeing. Shellac, being practically waterproof, is the best known substance suitable for stiffening hats that, after becoming cold, will retain the shape given to the hat while it is hot. The alcohol is used to cut the shellac and hold it in the solution until it has penetrated the hat bodies. It is removed from the hat by evaporation through the application of heat. The derby body, after cooling, become stiff. It is then softened in a gas or electric oven and placed in an iron mold of the exact size and crown shape desired. A rubber bag is inserted inside the hat, and, by the application of suitable pressure of cold water in the bag, the hat is pressed into shape. After being finished smooth by fine sandpaper, the brim, which is now flat, is accurately trimmed to the required size and contour and curled by hand-machine by workmen equipped with tools called "shackles." The operation of curling stiff hats requires a high degree of skill and is considered very artistic work. The trimming of the hat is similar to that of the soft felts.

### Silk Hat Manufacture

The manufacture of silk hats is an interesting example of artistic handicraft, differing in no essentials from the methods employed fifty years ago. In making Hat Corporation headwear, machinery is used only when better results are attained. The sewing machine is practically the only mechanical invention applicable to the making of silk hats, and this only in making the lining.

The basic materials are fine cotton mull, made from the fibre grown in our own southern states, the purest

shellac produced by the industrious lac bug of India and a superfine hatters' plush loomed especially for Hat Corporation silk hats by the skillful weavers of France. Guided by the accurate eye of the trained hatter, these few materials are hand-cut, fashioned, and finished into masterpieces of head decoration with the same pride of craftsmanship shown by the old master designers and builders of beautiful furniture which today delights the eye of the connoisseur.

Four or five lengths of the cotton mull are immersed in a solution of shellac and rubbed and stretched over a specially constructed frame, producing, when dry, a fabric light in weight,

and flat, and the "foundation" shows the outline of the final shape. Over the crown and tip, two more plies of fine mull are laminated on with shellac. The body is dried, coated again with shellac, dried and ironed, producing the exact shape and contour of the block over which it is made. A final coating of especially prepared shellac or varnish is then applied, smoothing the surface and providing the sticking qualities for holding the hatters' plush used in the next process.

The "Cover" is formed of a bias strip of hatters' plush and an oval tip cut to the proper size and shape, joined on the wrong side by "plush sewers" by a most exacting piece of hand

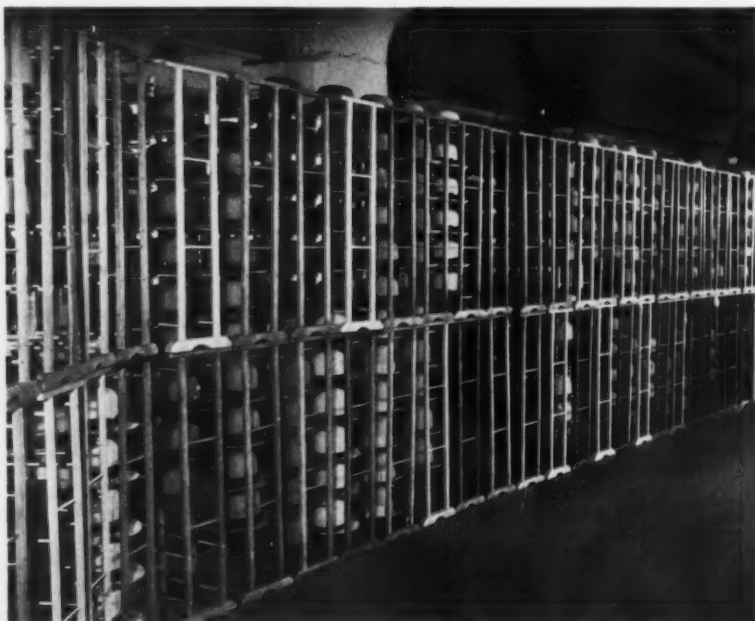


PHOTO of completed hats on racks ready for shipment from one of the Hat Corporation's plants in East Norwalk, Conn.

but of great strength and flexibility, which is used for making the brim. A square of about fifteen inches with an oval for the head size cut from the center is fitted over a crown block of the correct size and shape. This is eventually the brim of the hat. Around the side crown of the block and over the tip are drawn cuts of the heavier mull, known as the "foundation"; the side crown is brought together in a flat bias seam, and all three sections are carefully joined by two narrow strips of extra fine mull, called "robins." All surplus material is carefully trimmed away, seams are ironed tight

needlework. The thread used is about the thickness of a fine hair, a strand of 000 silk being split in half. In making the joining seam, each individual silk fibre or pile is carefully tucked back through the seam to the right side of the plush, and in the "finishing" process these piles are brushed over the seam, concealing it completely.

The finisher stretches the cover over the body, registers the tip to fit and accurately chalks the side strip, which has been cut long, for a skillful cut to the length required for an even joint. The nap on the edges is brushed

back, the edges are gummed to avoid ravelling and the entire cover is ironed down tight. The diagonal side joint is so carefully made that it is practically invisible after the pile of the plush has been brushed over it. A bias strip of plush is ironed on in similar manner to cover the upperbrim, as is also the underbrim of plush, merino, or gros-grain silk. The lustre of the plush is brought out by water ironed off to straighten the nap. A second "water" and ironing, and a final application of soft pads, or "leurs," heightens the silky sheen to its full brilliance.

The block used for shaping the body is made in five pieces, as it could not be removed otherwise, owing to the bell of the crown. When the center piece is taken out, the rest of the block is easily removable. The next process is "potancing," or half-block-ironing, in which the hat is ironed over a solid half-block, touching only a small section at a time to remove all marks left from the joints of the five-piece block previously used.

The curl of a silk hat is one of its artistic features, adding balance and distinctive contour to the formal lines of the crown. It is accomplished by softening the brim over a heated steel chest and turning the edge to the shape desired with hot irons called "shackles," especially shaped for this purpose. Much of the character of the hat depends upon the skillful design and execution of the curl.

Hand work continues into the trimming of the hat. The lining of fine French silk moire is tailored over a tip-block of the same shape and size as the interior of the hat, great pains being taken to insure a smooth fit. The leather is attached with four hundred hand stitches of fine sewing silk. Bands, bows and binding are hand-sewed with the same care and precision.

The silk-topper, now complete, is ready for the last touches. The curler gives the brim its final set and the leur pad its final caress to the lustrous, silky plush. Carefully bound in tissue paper, the hat is boxed, ready for the ceremonious occasion which shall call it forth.

### Straw Hats

The material from which Hat Corporation straws are made is mainly a rice straw cultivated and harvested for this purpose in Japan and China. The tubular shoot is allowed to grow to the height of about six inches when it is cut and ripened in the sun. It is then graded according to quality

and size, bundled and distributed among the natives in the back country who weave it into braid. For the flat foot Sennit, whole straw is moistened and run through rollers to flatten it. It is then woven by hand while moist. For the "improved" and split Sennit, each shoot is split by hand with a knife into two or three strips of uniform width, then moistened and woven by hand. In many cases, colonies confine themselves to the production of one particular weave or pattern. The finished braid is brought by the head of the family to the operator or exporter and traded for supplies, clothing, or cash. It is graded again by the exporter, the uneven lengths spliced to form pieces averaging sixty yards in length, and gathered into bales of convenient size for handling with from 250 to 500 pieces to the bale.

The Tuscan straw is grown in Italy especially for making straw braids, hoods, and hats. The tubular straw is similar to rice straw, but lighter, and is harvested in a similar manner, and woven by the natives. The whole straw is always used, the finest tubes being made into what are called "Milan" hats. It is accumulated, graded and exported above as the rice straw in the Orient.

Bangkoks and Ballibuntals are made from the bamboo grass, which is the sappings of bamboo growing wild in the Philippines. The grass is clipped when it reaches the height of five or six feet, the pulp removed and the hat bodies woven by hand from the stripped stalks.

Jipi Japa palm, grown in Ecuador and cultivated to a very slight extent, is made into Panama hats. It is gathered and graded, the finest texture being produced from natural lengths of about three feet to three and one-half feet. The hat is woven by hand, not under water as the legend goes, but moistened. The weaver starts at the centre of the tip and winds up at the edge of the brim.

The processes through which sennit straw hats proceed from the plait or braid produced by the Oriental weavers are numerous and require a nicety of handling and a precision of workmanship that come only from brain-guided experience. The word "sennit," by the way, is a corruption of "seven-knit," a plait of several strands. The first operation is the bleaching of the braid, the purpose being to free it from all impurities, organic matter, etc., and to effect a uniform whiteness,

retaining at the same time the natural enamel and enhancing its lustre. The process requires several days' time and includes a cleansing bath of alkali to remove dirt and acidic substances, frequent rinsings in water, a bleaching bath to remove chemicals, neutralize the harmful ones remaining and to improve the lustre. This process is repeated several times, interspersed with rinsing baths, after which the braid is finally dried.

If the natural color of the straw is to be retained, it must go through a similar process in order that it may be stiffened properly and a uniform color obtained. It is cleansed as in bleaching and, after being thoroughly rinsed, the braid is treated to a sulphurous bath with bisulphate of soda and zinc. Upon exposure to the air after immersion in this bath, oxidation takes place and a uniform color is effected. The braid is thoroughly rinsed between each immersion and then put through the neutral bath as before.

The braid is then graded according to the uniformity of "spiel," or eye of the braid (the point formed by the fold of the straw in weaving), and the tightness of the weave. All braid loosely woven, or not uniform in spiel, is discarded. Bundles are made of the graded braid to insure uniformity in the different lots. The braid is then moistened, ready for sewing.

In making Hat Corporation straw hats, all of the sewing is done by a hand-stitch machine, which effectively conceals the stitch. The hat is started by the operator by hand, making the button at the center of the tip. It is then shaped to the required oval and continued to about the circumference of a silver dollar. The button is placed flat on the machine bed and the sewing continued until the tip is completed, the oval required being maintained by frequent reference to a block of the shape desired. Braid is then gradually added at right angles to the tip to form the side crown. At intervals throughout the operation of sewing the crown, the hat is fitted to the block to insure proper shape.

To form the upperbrim braid is added at right angles to the side crown. As the sewing proceeds, the operator frequently refers to the block, until the required width of brim is reached. For the underbrim, a ring of braid of exact size is sewed, identical in shape, to the upperbrim.

The material used for stiffening straws is a fine gelatine, which is soaked in cold water over night, ab-



sorbing moisture to the saturation point. It is then liquefied in a double-boiler, bleached, and diluted to the strength required for various degrees of stiffening with clean warm water. In the process of stiffening, the hats are dipped by hand and dried under natural conditions. The process of stiffening is rendered exceedingly difficult by the tendency of the glue to "bleed" or spread, and by differing atmospheric conditions. These changes in humidity are guarded against by ingenious automatic regulators.

Sennit hats with flexible bands are made by the Hat Corporation in various sizes by omitting the stiffening at the juncture of the crown and brim, by the Reverse-Lap method, and by the substitution of a band of finer braid at the juncture of the crown and brim.

In the blocking process, the hats are first moistened and allowed to stand over night in a closed compartment. They are then given a light steam to soften them and the block is placed in the hat. There is a noticeable distinction to be observed here in the difference between putting the block in the hat and pulling the hat over the block. All Hat Corporation straws are blocked on five-piece blocks, which are placed in the hat one piece at a time. This obviates all possibility of straining the body. Careful manipulation is necessary to have the rows of braid straight and the brim flat and uniform before the ironing is started.

All of the ironing is done with the iron at a certain temperature uniformly maintained throughout the process. This is necessary to insure the even penetration of the steam formed by the wet cloth between the hat and the iron, and to avoid burning the enamel. The brim is ironed in four operations, first one side, then the other, the rear and then the front. After each section is ironed, the cloth is removed and the part carefully sponged. The tip is done in one operation and then sponged, while the same four operations are required by the side crown. The result of the ironing process is that the stiffening is uniformly distributed, the rows of braid laid in place, the surface is cleaned and the lustre is improved.

In the process of finishing, the hat is inverted on a flange cut out to the exact size of the crown and having a flat surface for the brim. The underbrim is ironed over a wet cloth and sponged as in the blocking process.

The original block is then inserted and the hat placed on a revolving brim-board and ironed dry just as it was in blocking, except for the absence of the wet cloth. The result of this secures each row of braid in place and adds still further to the beautiful lustre of the natural enamel. After finishing, the hats are left over night to dry thoroughly and then steamed lightly to raise the surface of the braid to its original fullness.

### Cap Making

When the piece of woolen goods reaches the Hat Corporation, the caps are cut by hand, with a knife that is guided by an accurate pattern and they are then sewed by expert tailors, who carefully match the design of the cloth, even where the crown joins the visor. During this process the correct size is made and the visor attached. The cap is then put on a block of the desired shape and steamed in a steambox for about ten minutes. Hand ironing under a damp cloth smooths the cap and shrinks it permanently into shape.

In the trimming room leathers and linings are sewed in and all of the seams under the leather are neatly taped. If the cap is to be unlined, the crown seams are covered with tape, sometimes by hand in the finest qualities by felling the seams so that they do not show on the outside of the cap.

In the last operation comes the artistry of cap manufacture as practised in the Hat Corporation. The same care and skillful tailoring are employed in making caps as characterize the best of custom-made clothing. Each visor is pressed flat and the bottom edge of the cap is carefully smoothed under a hot iron. Care is also taken in the process of the final pressing to prepare the cap for proper packing so that it will come out of the box in as perfect shape as it leaves the factory. Polo and hunting caps are also made at the Hat Corporation, the polo caps being made of aluminum or gossamer covered with linen, and the hunting caps of aluminum or gossamer covered with velvet.

### Millinery Department

In the manufacture of millinery, the success or failure of the product depends, to a great extent, on what is known as "styling." To create style and make designs for millinery, highly skilled designers and stylists are employed. The designs and styles are built from pure imagination, through the use of historical pictures, and with em-

phasis on certain periods in history, such as the Empress Eugénie hats. They are influenced by wars and news of certain countries, such as the Spanish influence in the last couple of years because of the amount of attention and thought given to Spain through its civil war. At the present time, there is considerable interest in the use of Tyroleans. Designs are drawn from Barbarian countries. Some styles, over a period of time, become more or less standard in this country, as some of our tailored millinery styles; others last a season.

The Hat Corporation has two millinery departments, one known as the "Knox" and the other as the "Dobbs," the former being located in New York and the latter in East Norwalk. The felt bodies for women's felt hats are made especially for that use, and are of special colors, weights and shapes. The women's straw hats are purchased similar to the men's straw hats. The main processes in the millinery department are those of blocking, trimming and finishing. The blocking is the ironing of the felt over wooden forms the shape of what is wanted for the finished hat. After the body is set, it is then sent to the Trimming Room, where it is trimmed, according to the sample hat which our stylists have produced, and, after being modelled and viewed, the hat is accepted as part of the sales line. The hat is then sent to the Finishing Room, where it is slicked up, leured, and then inspected. The Dobbs and Knox Millinery Departments cater only to the higher grade ladies' millinery, and do not attempt to compete in the cheap, freak fashion lines.

The Hats of the Hat Corporation are shipped to practically every town in the United States and to almost every country in the world. The labels of the Hat Corporation of America are household words in many lands.

### A Plea Against Cruelty to Hats

The average man is cruel to his hat, more cruel than to other articles of his wearing apparel. He throws his hat in the air in enthusiasm. He tosses it in the ring in defiance. He waves it in approval. He pitches it over the bar between the goal posts in exultation. He throws it on the floor in disgust. He jams it down over his eyes in anger, and, when he goes home, he drops it in a chair, or pushes it up on the shelf in the closet.

If he would save his appearance and purse he ought to treat it with at

(Continued on page 18)



# MERIDEN

**Editor's Note.** This, the seventh in a series of articles on Connecticut's industrial cities, is the story of "The Silver City." Previous articles in the series include: Bridgeport, New Haven, Hartford, Norwalk, Waterbury and New Britain. Data contributed by Meriden Chamber of Commerce.

**M**ERIDEN, the "Silver City," in the "Heart of Industrial Connecticut" with a population of 40,000 is situated in the central Connecticut Valley on the Old Post road now U. S. No. 5 and the main line of the New York, New Haven & Hartford Railroad, a direct route between New York and Boston.

Although Meriden was not one of the first settlements in Connecticut, the name begins to figure in historical documents of the State's history as early as August 28, 1661. On May 15, 1662, Jonathan Gilbert was granted permission "to keep an ordinary, or inn, at his house at Cold Spring." Mr. Gilbert took possession of this farm in the vicinity of Cold Spring and called it Meriden, the name being spelled variously as "Meridon," "Merrideen" or "Merridan." Jonathan Gilbert, a wealthy innkeeper of Hartford, did not himself come to occupy the inn which he built on the Meriden Farm. This place was first occupied by Edward Higbee as his tenant, and later in 1686, was purchased by Gilbert's son-in-law Andrew Belcher. The farm was therefore known as the Belcher Farm for many generations, and is even so designated by many people to this day. By purchase or grant, Mr. Belcher acquired about 1200 acres reaching to the top of Mt. Lamentation. He built a large stone house surrounded by a stone wall more than a mile in circuit, structures which made the farm noteworthy and dignified the name which he gave to his estate, "Meriden Manor."

The derivation of the name "Meriden" is most interesting. There is one explanation which has been given some circulation, but which seems to be without foundation in actual fact: that the name is compounded of two words, "merry" and "den"; that there were so many merry meetings of trav-

ellers in the old stone inn that the place acquired the nickname "Merry-Den." There is no doubt that there were many merry meetings as well as serious councils held within the walls of that old house, built somewhat like a fort, with port-holes and doors so full of spikes that a bullet could not be shot through them. But the true source of the name "Meriden" is the "Meriden Farm," Warwickshire, England. People who have visited the English "Meriden," assert that there are striking similarities in the topographical and scenic details of the two places. Whether Mr. Gilbert named his farm for the English town of that

munity even to wrought nails and door latches. Candlesticks, copper kettles and other household necessities were manufactured for home consumption as a forerunner of the manufacturing plants in the city which today supply the world with electrical household appliances, beautiful lighting fixtures, and home decorations. Records reveal the nearby early activities of the Rogers Brothers, who should be credited with the first practical commercial production of silver-plate. It is particularly interesting to note that in 1635, the year of the founding of Connecticut, James Rogers of England, their ancestor, came to this coun-



**MERIDEN plant, New Departure Division, General Motors Corporation—largest single manufacturing plant in the city. Here ball bearings are produced exclusively.**

name, or because the meaning of the name so well applied to his own property, we do not know. But the name, "Meriden," means "pleasant valley"; surely no name could be more applicable to the site of the city.

## **Meriden—An Incubator of Manufacturing**

Early in the eighteenth century there was considerable and varied manufacturing in this part of Wallingford, later called the parish of Meriden.

If the housewife desired a spinning wheel—there was someone to make it for her. For the building of new homes, everything was available in the com-

try on the good ship "Increase," landing in New London, Conn.

As far back as 1791 Samuel Yale began in Meriden the Manufacture of cut nails, which was continued until 1794. At that date he inaugurated the production of pewter buttons.

After 1806, when Meriden was incorporated as an independent town, manufacturing increased rapidly.

The history of the ivory comb industry is of particular interest. These articles were first made in Saybrook, Conn., the plates and teeth being sawed by hand—later, water-power driven saws being used. In 1819, this industry was started in Meriden—addi-



**HOME** office and one of the many plants of the International Silver Co., Meriden. Although the company, the largest employer of industrial workers in Meriden and the largest producer of silverware in the world, has its main plants in Meriden and continues to consolidate its manufacturing activities there, it operates plants in several other Connecticut cities.

tional companies becoming organized in 1822, 1831 and 1836. It grew so rapidly in this town and state that at one time practically all of the ivory combs in the world were manufactured in this State and two-thirds of them in Meriden. However, in 1863, a combination of interests led to the relocation of this business in Deep River.

The pewter ware of Meriden's early days was made from an alloy of lead. Subsequent research led to the adoption of an improved alloy in which tin was the major and lead the minor part. This in time brought about the manufacture of improved utensils such as plates, platters, basins, mugs and spoons.

These pioneer manufacturers then developed a vastly superior mixture called Britannia Metal—in which lead was eliminated. This alloy was whiter, harder and of a firmer texture than pewter and the products resulting therefrom were soon in great demand.

In 1852 a group of these manufacturers formed the Meriden Britannia Co. In Hartford the three Rogers Bros. had been successful in developing electro plating. This newly formed Company bought out the Rogers Bros. and took them into their employ. The principals of the Meriden Britannia Company in 1898, brought about a consolidation of interests that in turn led to the formation of the International Silver Company, the largest manufac-

turers of silver and silverplated ware in the World.

From the early tin, pewter candlesticks and coal oil lamps to the modern beautiful household necessities made in Meriden today is another story full of interest and industrial progress.

Among the earlier manufacturing establishments of Meriden that are very active are:

The Charles Parker Company, founded in 1832, and first manufacturing coffee mills. The Parker Shot Gun was one of its developments which a few years ago was acquired by the Remington Arms Co. Today the Company produces vises, wood screws, bathroom accessories and foundry products.

The Bradley & Hubbard Mfg. Co.—founded in 1854—and manufacturing gas and electric fixtures, lamps, bronze goods, grill work, iron and brass castings.

The Miller Company, founded in 1844. It was the first manufacturer to make and market burners using kerosene oil obtained from distilled coal oil when that fuel was introduced as an illuminant. From this beginning its products have kept pace with progress and it now manufactures a complete line of lighting fixtures, lamps and electrical fixtures.

One of the later acquisitions for Industrial Meriden is the New Department Mfg. Co. Founded in Bristol in 1889 it later became a unit of the General Motors Corp. Because of a

need for expansion, the plant of the old Meriden Woolen Co. on Pratt St. was acquired in 1919 and a branch established therein. This unit has expanded rapidly. The Elmwood Division was amalgamated with Meriden in 1933. Their product—ball bearings—has contributed materially to the progress of the automobile industry and machinery development.

Meriden is clearly depicted as an "Incubator of Manufacturing" in the story of the progress shown up to 1849 when it is recorded that there were 34 manufacturing plants in the city employing 590 people. The products of 1849 included ivory combs, table cutlery, locks, latches, castings, coffee mills, vises, britannia and plated spoons, pumps, machinery, casters, harness trimmings, iron hinges, spring balances, steel-yards, inkstands, bit braces, augers, skates, rakes, bits, plain and japanned tinware, brass and plated sign letters, lamps, chairs, stove ornaments, wood turnings, wooden combs, packing boxes, bone buttons, neatsfoot oil, ground bone, gypsum, suspenders, carpet bags, sash, doors, blinds, platform scales and lamp-screws. Six plants manufacturing plain and japanned tinware were predominant with 113 employees.

This industrial growth immediately stimulated the organization of financial, commercial, and mercantile institutions which grew and steadily prospered. Churches of all denominations, schools, hotels, hospitals, homes, sanatoriums, fraternities, clubs and societies—organizations of many kinds have all come about as the natural growth of a well-developed community.

Today, in the year 1938, Meriden has 80 manufacturing plants employing approximately 10,000 workers. Meriden products known throughout the world include silver, silverplated ware, ball bearings, lamps, electrical fixtures, art goods, automotive accessories, paper boxes, cold molded electrical products, printing presses, household electrical equipment and accessories, gravure printing, steel pens and stationers' supplies, jewelry, vises, bathroom accessories, castings, automatic buffing machines, silver deposit glassware and china, tinsel cord, paint, screw machine products, abrasive wheels, shot guns, dairy machinery and ebony bases, air conditioning equipment and gas products.

In order to continue and perpetuate the old time skill and craftsmanship that gave Meriden her early man-

ufacturing start, a splendid new Trade School was erected a few years ago in which all the necessary avocations and arts are taught.

And so Meriden industry has progressed—from hand labor to lathes turned by hand crank or foot treadle—from horse-power to water-power—from steam to hydro-electric—and from hard manual labor to labor saving machinery. But in spite of modern production methods, the skill, ingenuity and craftsmanship inherent in Meriden workers of 1849 are just as necessary in the manufacture of Meriden products of 1938.

A very large percentage Meriden's factory employers are skilled mechanics

who own their own homes and take much pride in them. There has grown up over a period of years a sympathetic understanding between employers and employees which has proved mutually beneficial over the years. Meriden's Industrial family has been augmented by new industries moving into the community recently and by the growth of others long established. Meriden's Industrial payrolls for the month of October, 1937, are far in excess of any previous period in the city's history. This increase is reflected in every other type of business and augurs well for the future of the city, its institutions and people.

#### Commercial Statistical Data

	October 1937 (25 reporting)
Weekly Average Industrial Payroll .....	\$203,234.28
Bank Clearings .....	1,790,787.30
Debits to Depositors' Commercial Accounts (commercial deposits) .....	9,552,859.91
Savings Deposits (2 Savings Banks) .....	17,566,053.24
Electricity Sales .....	4,190,323 KWH
Gas Consumed .....	30,189 MCF
Telephones .....	7,519
No. of Building Permits Issued .....	87
Valuation of Building Permits Issued .....	42,235.00
Postal Receipts .....	24,036.67

#### Parks

Besides being an industrial city, Meriden is also noted for its public parks. Most important of these is Hubbard Park, about a mile and a half from the business center, containing more than a thousand acres. This park has been called "the most striking reservation of natural scenery for use as a public park possessed by any New England City." It contains West Peak, 1,007 feet, the highest land within twenty-five miles of the coast along the entire Atlantic seaboard from Maine to Florida. The elevation above sea level at the railroad station is about 135 feet, which is the highest along the entire main line of the New York, New Haven and Hartford Railroad. At the City Hall, the altitude is about 190 feet. Mount Higby on the east rises to 920 feet.

#### Transportation Facilities

Meriden is 18 miles from Hartford, 18 miles from New Haven, 15 miles from Waterbury, 9 miles from New Britain, 9 miles from Middletown, 90 miles from New York and 135 miles from Boston. It is a natural shopping center for many nearby towns and communities, since frequent train and



MANUFACTURING plants, commercial buildings, professional offices, transportation facilities and excellent shopping center make Meriden an ideal city in which to conduct business.

Courtesy 118th Photo Sec., A. C., C. N. G.





*Courtesy 118th Photo Sec., A. C., C. N. G.*

**CHURCHES, schools, libraries, city administration buildings, fraternities and homes make Meriden an ideal city in which to live.**

motor coach service to all points renders Meriden easily accessible. Transportation service, by rail, motor bus and truck is unexcelled.

In addition to handling Meriden's own freight, passenger and express requirements, the city's facilities are used by a large surrounding territory. Passengers for Middletown, the river towns, Southington and vicinity, use Meriden's railroad facilities. All trains stop at Meriden, and through service includes Canada on the North and Washington on the South. Hourly service into New York in the morning with the same out at night, makes transaction of business there possible with minimum expenditure of time.

Meriden is well supplied with progressive stores, commercial houses and fine banking facilities. Two savings banks, three commercial banks, two trust companies and several building and loan associations as well as small loan companies make up the financial institutions. From the eighteen-forties, there were numerous newspapers published in Meriden. The city now has two daily papers which compare favorably with any in the state—the Meriden Record, a morning paper, and the Meriden Daily Journal, published in

the afternoon. Many of these business houses have long, successful records, several having started in pre-Civil War days on Broad Street, moving to the new business center after the steam railroad was constructed.

City government departments have an exceptionally high rank for efficiency in Connecticut and New England. Due to the recent economic conditions, the unemployed have made many permanent and necessary improvements to the city, which under normal conditions would have taken many years to accomplish.

Meriden's school system is well organized and of recognized excellence. The newest of its public school buildings, the Hanover School, has received wide and favorable notice for certain features of unusual beauty and progressiveness. At the apex of the school system is the Meriden High School, graduating a class of 368 this year and sending well prepared pupils to many of the leading colleges.

Meriden has a splendid water system which ranks high for the purity of the water as well as for the reliability of the supply. In the system are several large reservoirs with ample water sheds which have capacity to supply

the city should the population grow to double its present size. The entire water system is owned and operated by the city.

The Meriden Airport, situated 2½ miles south of the city, presents an ideal landing field in all kinds of weather and at all times of the year. The field is border-lighted with a fixed green flashing beacon that is lighted from sundown to sunup. The main runway is some 3500 ft. long, north and south, irregular in width, and from 600 to 1000 ft. wide with good approaches. The field is well drained and steps are now being undertaken to increase the facilities for longer straightaways in every direction.

There are two 60 x 70 steel hangars with one small wooden hangar for class and service work, housing eighteen planes. Two steel airway towers are situated in the northeast corner, one of which has the green code beacon erected on top, and the other will eventually be lighted with a wind tee. Both are now used for radio antennas. For passenger flying, Stinson Aircab Service is in operation and Fleet training planes for student instruction.

The field many times has acted as a haven for planes in need of an emer-





**DRIVE** to Castle Craig and West Peak along the beautiful Merimere Reservoir—one of Meriden's principal water supplies.

gency landing and in the event of a low ceiling which occasionally envelops the Hanging Hills north of the field.

#### Homes

Meriden is pre-eminently a city of comfortable, middle class homes, without the extremely rich or the extremely poor. There are miles of streets with single family houses predominating, the result being that the family of average circumstances will find almost any street in the city a pleasant place to make a home. The character of the homes reflects the character of the inhabitants, and it isn't surprising to



**CASTLE** Craig and West Peak, 1007 ft. elevation.

can not only have an unusually pleasant family life, but can cover their territory with a minimum amount of travel. This advantageous location is likewise of great help to any firm wishing economical distribution.

#### Institutions

Meriden has many local welfare, character-building and beneficial fraternities, clubs, societies and organizations. The Meriden Community Fund maintains thirteen welfare and character-building agencies subscribed to annually by the citizens.

**COLONY** Street, business section looking north from traffic tower.

The religious denominations are well represented by attractive and commodious church and parochial buildings. The Connecticut School for Boys and the Undercliff Sanatorium for tubercular children, the latter located on the Western Hills, are State institutions within the limits of Meriden.

#### Recreation

Recreation facilities in Meriden are above the average. There are three golf courses, including a municipal course of eighteen holes. The parks are provided with tennis courts and playing fields for football and baseball. There are two bathing beaches with dressing rooms, refreshments, etc. The various organizations and the factories in the city sponsor innumerable recreational activities and contests. The hills are traversed by marked trails and paths for those who like to walk and climb. For those who like to take their mountain climbing in a motor car seat, there

is a hard surfaced, picturesque road to the top of West Peak, with a branch to the tower. Parking spots and fireplaces have been provided, so that outdoor meals may be prepared, with a remarkable view to enjoy at the same time. The West Peak-Hubbard reservation includes over one thousand acres in the city owned section alone, with an extensive State Park adjoining. The view from West Peak takes everything in from Mount Tom in Massachusetts to Long Island on the South, with a spectacular panorama of the city itself and of the nearby peaks and lakes in the foreground. Equally fine views may be obtained from Mount Higby and the other eastern peaks.

Leisure-time activities have played a very important part in furnishing entertainment and sociability for large numbers of our citizens, both young and old. Many community organizations have been formed. Frequent

meetings and exhibitions of these groups keep up the interest and many have developed abilities which are sought throughout the New England States. Among the sought-after groups are several well-drilled marching units.

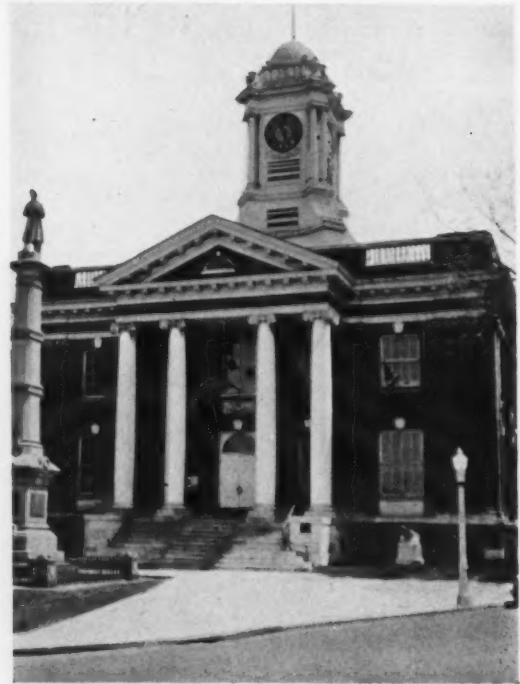
Well supervised contests are conducted throughout the entire Season to develop friendly community competition. Hundreds of boys and girls are benefiting by these outdoor exercises as well as adults who reap a great deal of enjoyment as spectators. Among the many outdoor amusements indulged in are: field days, entertainments, concerts, community singing, fife & drum corps, baseball, tennis, horseshoes, golf, basketball, skating, hockey, polo and swimming.

These many forms of outdoor recreational activities have been made possible by this playground development which has not only made work for many, but also has added materially to the beauty of Meriden.

### Several of Meriden's Outstanding Buildings and Memorials



**BROAD** Street World War Memorial Monument, boulevard and historical churches.



**MERIDEN** City Hall which houses city officials and Civil War Memorial Monument.

# WHAT INDUSTRIAL SAFETY MEANS

By HARRY ARMAND

Associate Editor, Safety Engineering Magazine

**T**OO many executives consider the pursuit of safety a rather drab and colorless business, somewhat lacking in an appeal to the imagination. Until such time as they are brought face to face with serious and costly accidents, there is a tendency to dismiss the thought of casualties as a remote possibility best treated from the viewpoint that accidents always occur elsewhere.

This negative approach to safety tends to minimize the picturesque and

employees against industrial injury and disease. In this commendable attitude, the average industrial employer has not been found wanting.

In computing the cost of an accident, however, the factor of indirect or hidden costs looms up as a heavy consumer of red ink. Surveys made by *Safety Engineering Magazine* in co-operation with leading casualty insurance companies disclose the startling fact that this indirect cost averages four times the known cost of compen-

sation as a whole can ill-afford this useless and unproductive burden and would be infinitely better off if we could divert this sum to relieve the distress of unfortunate citizens.

Financial loss, while serious and jeopardizing, often can be redeemed by a turn in circumstances and careful attention to the problems of management. When a permanent injury befalls an employee, however, all too often he is relegated to the human junk-heap, there to add to the burdens of a society already overwhelmed by a back-breaking load.

The question arises how best the factory can utilize the advantages of safety to reduce the drain on its financial resources and, at the same time, keep its men from becoming a part of the nation's accident statistics.

The first step toward an adequate safety program must be the conviction that safety starts at the top. Unless the rank and file is impressed with the interest manifested by the management toward accident reduction, little or no cooperation can be expected from the man at the bench. Sincerity of purpose, in safety or any other effort, is contagious and many organizations have learned by bitter experience that the executive attitude toward safety is the impelling force behind the reduction of accidents.

Proper facilities for adequate first-aid should be considered prime requisites in building the safety plan into any plant, irrespective of its size. The prompt treatment of a minor wound not infrequently represents the difference between a protracted and costly infection and a negligible injury accompanied by no loss of time. In this connection, let it be said that an employer guilty of gross negligence in the maintenance of first-aid measures might well be liable for damages to an employee if infection can be traced to such negligence. Yet, how often have we seen a first-aid kit which, in reality, constituted a secondary hazard by imparting a false sense of security. Dried out, congealed antiseptics, dirty gauze, rusty scissors and unravelled cotton never prevented a single infection.

Most executives recognize the dra-



EFFECTIVE presentation of need for protective equipment.

often amazing record of invention and progress brought about by American industry in its crusade against accidental injury and distress. The trail leading to the goal of safety has been replete with adventure and a certain element of romance which has as its basis the age-old instinct for self-preservation.

While manufacturing organizations necessarily must concern themselves with the dollars-and-cents aspects and advantages of accident prevention in order to stem the rising tide of costs, altruism and humanitarian motives enter into any plans for safeguarding em-

ployees against industrial injury and disease. This unseen expenditure is reflected in material spoilage, labor turn-over, production delays and weakened morale, to say nothing of the incalculable toll in human suffering. These results obviously are intensified in the event of an accidental fatality.

The American people are paying approximately \$24.00 per capita for the loss caused by accidents in this country each year. While this staggering total is reflected in costs and, thus, in every purchase we make, it does not take into consideration a veritable mountain of human misery. The na-



matic aspects of accidents arising out of unguarded machinery. The result of such an accident usually is swift and spectacular. Other types of hazards, however, can be equally devastating as evidenced by a serious skin disorder known as oil dermatitis resulting from contact with infected cutting oils which have entered the pores or hair follicles. Even the thighs are not immune to this painful—and incidentally, compensable—disturbance caused by infected oils seeping through flimsy and unsafe clothing. Obviously the preventive measures which suggest themselves consist of protective clothing, insistence upon personal hygiene and oil disinfectants for sterilizing the oils.

Several years ago, one of the leading railroads of the country recognized the appalling increase in eye injuries throughout its shops. By the common-sense viewpoint of concentrating upon prevention and stringent rules requiring the use of goggles, eye injuries were reduced more than 75% in less than one year. Bulletins, posters, magazine reprints and rules presented an eye loss as an irreparable accident with the result that employees who formerly belittled the need for eye protection were clamoring for goggles.

By virtue of exposure, the nation's No. 1 industrial hazard embraces falls and slipping accidents. No amount of admonition and conspicuously placed warning signs will prevent falls if the hazard, in the form of unsafe walkway surfaces, is allowed to remain. Here again, industry can paraphrase a popular slogan of some years ago: "Remove the Hazard and You Save All."

Complete records of every accident, together with recommendations designed to avoid a recurrence are necessary in any safety plan. In this connection accident prevention should never take the form of a "drive" or campaign whose spark of interest is allowed to die of malnutrition.

A genuine note of color is added to the never-ending search for safety by the introduction of new methods and operations which bring hazards undreamed of twenty-five years ago when the safety movement was young. Each new hazard brought about by the progress of American industry has as its corollary the design of additional safeguards against accidental destruction.

In the small plant hazards, on a necessarily smaller scale, are no less dangerous than in those giant corporations employing thousands of men. Small plant management can avail it-

self of practical safety ideas and suggestions found expedient in the larger organizations and through a process of adaptation set up a safety program commensurate with its needs. In the last analysis, personal and mechanical safeguards are needed to protect ten or a hundred men. Incidentally, an accident in a small plant is proportionately more costly than in a large company.

Safety cannot be achieved by dispensing rule books and platitudes. It must be made a live issue and an integral part of the operations of any plant.

Several years ago an insurance executive remarked that "an accident compensated for is an apology; one prevented is a benefaction" and it is this message which must actuate any executive who would eliminate accidents, the major portion of which are preventable in any plant.

## THE EVOLUTION OF HATS

(Continued from page 10)

least as much respect as he does his coat, trousers, cravat, or his shoes. He hangs his coat and vest on a form. He either folds his trousers carefully, or hangs them on a hanger. He puts trees in his shoes when he lays them away for the night, and he is careful to see that his tie hangs properly on the tie-rack.

A hat should be hung up carefully where it will not be crowded by other articles and thus be jammed out of shape.

For sanitary reasons, as well as for style and variety, every man should have more than one hat. It is quite necessary that a hat should have an opportunity to air out thoroughly.

The leather should be wiped occasionally with a dry cloth, and turned up allowing the air to get at it.

Dust or dirt should not be permitted to accumulate or remain on a hat. It should be brushed frequently, not with a whiskbroom or stiff brush, but with a soft brush. A derby should be wiped with a piece of soft overcoating; a silk hat, with a silk handkerchief.

A hat should always be brushed the way the nap lies—from left to right.

A radiator, or any other hot or warm place is no place for a hat; it is shaped with heat and heat will get it out of shape.

If a hat is wet, it should be dried slowly in its natural shape. The moisture should be shaken off gently, and the creases and dents in the crown pushed out and the brim shaped. Then it should be laid down where it will not be disturbed until it is bone dry.

When a hat needs renovating, it should be taken to the hatter from whom it was purchased, with instructions to send it to the factory. It will cost more, but the job will be worth it.

Men are inclined to find fault with their hats when their headgear shows grease marks. The cause of this unpleasant condition is either the natural oil in a man's hair, of which some men have an excess, or the preparations the barber puts on. A drop of oil no larger than a pinhead on a hat may spread to the size of a silver dollar. Anyone using oil or grease on his hair, must expect oil or grease in his hat.

The hat boy in the restaurant should be watched lest he put someone else's greasy old hat on tip of your clean, light-colored headpiece. The result may be a ring of grease around the crown of your hat.

Your hat costs money . . . if it is a Hat Corporation hat . . . It should be given as much care as any other good article. No more should be expected of a hat than of any other article of dress. Your hat is the most noticeable thing you wear. If it is dingy, misshapen and uncared-for it will ruin the effect of an otherwise perfect ensemble.

### Summary

Formed in 1932, the Hat Corporation of America combined some of the oldest names in hatting. Some were producing companies like the Crofut and Knapp Company and the Knox Company, both dating back to the middle of the nineteenth century. Others like the Dobbs and Dunlap were old, respected labels. Still others like the Berg Company and John Cavanaugh, Ltd., were of more recent origin.

The present officers of the Hat Corporation of America are:

John J. Cavanagh, chairman of the board; Fletcher H. Montgomery, president; Frank H. James, first vice president and treasurer; Nathan V. Tibbals, vice president and works manager; and Irving R. Wilmot, secretary.



# NEWS FORUM

**International Pays Week's Bonus.** International Silver Company, Meriden, paid on December 15, all employees on the payroll continuously from July 1, 1937, an additional week's wages or salary. The amount of the bonus paid to both factory and office workers approximated \$100,000.

International's board also ordered payment of a \$2.00 dividend on the 7% cumulative preferred stock which was paid December 27 to stockholders of record December 13. The company had previously paid \$2.00 per share on October 1, \$2.00 in July and \$4.00 in May.

\*\*\*

**Burt Asks Government Cooperation.** In a statement published in the December issue of *Nation's Business*, Clayton R. Burt, president of Niles-Bement-Pond Company, made a plea for cooperation of government with managers of industry, in return for a similar attitude on the part of business. Mr. Burt's statement follows, in part: "Our great social structure has become so complicated that it is vitally necessary for industry to cooperate with the administration, and this we have faithfully tried to do. It is quite as necessary for all branches of the government to cooperate with managers of industry. That has not been done, and persistence in this course is dangerous. This lack of understanding of industry's problems has made us all reluctant partners in some unusual experiments."

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**New York Firm Buys Bantam Plant.** The Bantam Ball Bearing Company plant, virtually idle since 1926, was recently purchased by the Warren-McArthur Corp., designers and manufacturers of anodic alumi-

num furniture. The Warren-McArthur Corp., with offices at 1 Park Avenue, New York, and plant at Rome, New York, is scheduled to start operations in the Bantam plant about January 2, employing some 45 workmen.

With the exception of some ten to fifteen key men, workmen will be employed principally from Bantam and vicinity.

According to officials of the company, the plant containing some 42,000 sq. ft., is being entirely remodeled,



the old theater in the north part of the plant being transformed into a freight storage room from which shipments will be made by motor truck.

It is believed that problems affecting labor and taxes are principal reasons which led the McArthur Corp. to move to Bantam, Connecticut. The firm, which has been operating since 1925, designs and manufactures mainly anodic aluminum chairs, tables, settees, lounges and chairs for hotels, automobile concerns, newspaper offices, beauty parlors, leading department and chain stores, industrial concerns and for individual home installations.

Warren McArthur is president of the corporation and Erich Plehn, manager.

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**Bigelow-Sanford Leases Atlanta Building.** Bigelow - Sanford Carpet

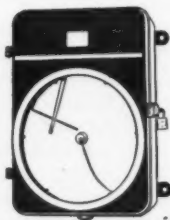
company of Thompsonville, Connecticut, has recently leased a five-story building in Atlanta, Georgia, as a warehouse, according to a recent press statement.

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**Stator Corporation Buys Plainfield Mill.** The recently formed Stator Corporation, headed by Joseph J. Bodell, announced purchase on December 1 of the long idle Lawton Mills property at Plainfield, Connecticut, thus promising an early return of prosperity to the community. Mr. Bodell is senior partner of Bodell & Company, investment bankers of Providence, with branches in Boston, Hartford, New Haven and other cities.

The Stator Corporation will manufacture an entirely new household appliance, the Stator Duplex, supplying refrigeration and hot water based on a new non-mechanical principle. This unit, the result of ten years of research, will use gas or electricity as fuel, although it has been perfected to the point where it is adaptable for kerosene, bottle gas and fuel oil. It is said to be silent and devoid of moving parts, functioning without pressure. Mr. Bodell, who has been active in the development of the Stator principle from the beginning, is confident "that this Stator Duplex, which furnishes hot water and provides refrigeration free, is truly revolutionary."

"The power used simultaneously heats and refrigerates, doing double duty. Already a considerable number have been built in our laboratories, and sold to power and gas companies, and following reports of complete satisfaction our only problem now is to organize for mass production. We expect to be ready for that in Plainfield within a few months."



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Wherever temperatures are likely to get balky, there uniformity of processing and product is jeopardized. Quality becomes uncertain. Waste multiplies. Play safe! Employ Bristol's Recorders and Controllers to watch temperatures unceasingly—to keep temperatures at the right value. Write for Catalog No. 1250B.

**BRISTOL'S**

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THE BRISTOL COMPANY, WATERBURY, CONNECTICUT

**Uncasville Mill Closing.** The Sidney Blumenthal Company's plant in Uncasville, Connecticut, employing about 75 persons, closed its doors indefinitely on December 10. The mill has been producing mohair cloth.

Superintendent George Minault, according to reports, will be transferred to one of the company's plants in South Carolina.

Loss of the mill adds another to the list of textile plants to be closed in Eastern Connecticut during the past few years. The most recent closings include the Aspinook Company, Jewett City's largest employer, and the Rossie Velvet Company's mills in Mystic and Willimantic. The Lawton Mills, just purchased by the Stator Corporation, employed, up to about a year and a half ago, 1500 persons, after which its equipment and inventory was liquidated by the General Cotton Corporation.

\*\*\*

**Hoadley Speaks to Founders' Group.** Speaking at the 41st annual convention of the National Founders' Association, held in New York on November 17, Franklin R. Hoadley, president of the National Founders' Association and of the Atwood Machine Company, Stonington, Connecticut, declared that, "for high wages, shorter hours and improved working conditions, American labor must give in return an efficiency of production that will enable employers to hold their competitive positions in both domestic and world markets."

Hitting at "the demagogue and union leaders" whose frequent demands are for a "fairer distribution of the national income," Mr. Hoadley declared that since 1850 the percentage of national income actually going to workers in this country has increased from 38 to 66.5 percent. In 1929, the ratio was 65 percent.

"If we are to have efficient production, management must be free to employ workmen of ability and competency. It should not be compulsory to employ only from the ranks of one labor organization and by the same token, the employee should not be bound by the dictates of an organization with which he is not in sympathy.

"Our economic planners may think they are capable of devising a scheme whereby some governmental authority with a suitable alphabetical title would dictate to the producer precisely what to make, and how and when to make it, and would regiment the consumers into a system of rotational buying so

as to assure continuous employment. But until such time as Congress is able to repeal every recognized economic law and the President is able to change the nature of John Q. Public by official fiat, the problem will remain just where it is—on the shoulder of each industrialist."

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**Connecticut Gains by Providence Mill Closing.** Closing of the United States Finishing Company's plant in Providence, late in November, has resulted in the transferring of lines processed at that mill to the company's Connecticut branches at Sterling and Norwich.

Acetate silks, plane spun rayons and "vitalized" lines have been transferred



to the plant at Sterling, while printed cottons, dress goods and spun rayons are being finished at Norwich. A number of "important personnel" have also been transferred to the Connecticut plant, it is understood.

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**International Moves Waterbury Plant.** The Rogers and Brother silver factory of Waterbury, owned by the International Silver Company, is being discontinued on December 31. Removal of the equipment to International flatware plant on Butler Street, Meriden, will start shortly after the first of the year, according to reports.

The Waterbury plant employed 328 persons in December.

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**Williams Brothers Files Reorganization Set-up.** The Williams Brothers Mfg. Company, long-established Glastonbury silver flatware manufacturer, recently filed with the U. S. District Court a plan of reorganization. This plan calls for the formation of a new corporation under the laws of the state, capitalized at \$75,000, divided between preferred and common stock. The preferred will be non-cumulative, carrying a dividend of 5 percent on a par \$10.00 basis. A like par value is proposed for the common.

A major proposal calls for obtaining a loan of \$10,000 for working cap-

ital from the Federal Reserve Bank at Boston, at 5 percent to be repaid by installments in three years. Stockholders will be offered one share of the new common for each five held in the debtor corporation. General unsecured claims are to be settled at 10 percent in new common stock, or 5 percent in cash. Taxes due the town of Glastonbury, already abated to the extent of 75 percent, are to be paid in cash together with taxes due the state and federal government.

The plan was accepted by the Court on December 1 and the trustee dismissed. The newly organized company has taken the name of Williams Bros. Silver Company. It is headed by William R. Stocking, vice president of the former company.

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**Aircraft Advances Three.** At the last directors' meeting of the United Aircraft Corporation, Donald L. Brown, president, announced changes in personnel as follows: Eugene E. Wilson, senior vice president of United Aircraft Corporation and general manager of Chance Vought Aircraft division, is advanced to the position of general assistant to the president of United Aircraft, retaining the rank of senior vice president.

Rensselaer W. Clark, vice president of United Aircraft and general manager of Sikorsky Aircraft division at Bridgeport, was appointed vice president in charge of the airplane divisions of the Corporation.

Charles J. McCarthy, engineering manager of Chance Vought Aircraft, is advanced to assistant general manager of that division.

At the same meeting, directors declared a dividend of 50 cents a share to be paid on December 15 to stockholders of record December 3.

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**Brainard Elected Director of Steam Boiler.** Newton C. Brainard, former mayor of Hartford, director of the Association, and president of Case, Lockwood and Brainard Company, was recently elected a director of the Hartford Steam Boiler Inspection and Insurance Company to fill a vacancy left by the death of Edward Milligan. Mr. Brainard is vice president and director of the Dime Savings Bank, a trustee of the Society for Savings, a director of the Standard Fire Insurance Company, the First National Bank and the Smyth Manufacturing Company. He is also a trustee of Trinity College.

**Norwalk Rubber Has Good Year.** Norwalk Tire and Rubber Company showed a net profit of \$63,711 for the fiscal year ending September 30, 1937, after depreciation, interest, federal income taxes and \$4,560 surtax on undistributed profits. This compares with a net profit of \$18,426 for the year ending September 30, 1936.

Current assets as of September 30 amounted to \$952,785 and current liabilities were \$297,234, compared with \$785,717 and \$121,990, respectively on September 30, 1936.

\*\*\*

**Austin Organs, Inc. Buys Building.** Austin Organs, Inc., successor to Austin Organ Company, recently purchased a four-story brick building at 156 Woodland Street in the rear of its former plant from G. F. Heublein, Inc. The building purchased is about 60 by 80 feet located on the same rail siding which served the company's former plant, sold last summer to the Windsor Shade Tobacco Corporation.

The newly organized Austin Organs, Inc., has shown rapid progress in developing its business during the past nine months. Starting with some five or six employees, the company now employs between thirty and thirty-five. Among the present organs now being built are included a new organ for St. Margaret's Church in Madison, two three-manual and one two-manual organs for delivery in New York. More recently it has received the contract to build a three-manual organ for a church in Oakland, California and another three-manual organ for a church in Ann Arbor, Michigan.

Frederick G. Austin of Bloomfield is president and Howard A. Walker of Glastonbury, vice president and treasurer. C. M. Middlebrook, realtor, negotiated the sale of the Heublein building to Austin Organs, Inc.

\*\*\*

**Employee Bonuses.** Directors of the Bullard Company, Bridgeport, recently ordered a bonus amounting to one week's salary paid to some 1292 employees of the company. Total disbursements approximated \$45,000.

Veeder-Root, Inc., of Hartford and Bristol paid its employees a Christmas bonus of 6 percent.

Pratt & Whitney Aircraft paid on December 15 a five-dollar bonus to each employee who had been with the company for less than five years, and \$10.00 to each employee with the company for five years or more. With well over 6,000 employees on the pay-

roll of the several United Aircraft divisions, payments amounted to approximately \$38,000.

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#### **Tilton Celebrates Anniversary.**

Fred N. Tilton, president and treasurer of the Atlantic Screw Works, Inc., celebrated his fiftieth anniversary with the company on November 27. A banquet was held in honor of the event on Monday, November 29.

\*\*\*

#### **Utility Commission Reports Con-**

**sumer Savings.** Savings to consumers of electricity in Connecticut that will total \$710,103.62, have been made possible in the present calendar year through reductions in electric rates by privately owned Connecticut power companies, the State Public



Utilities Commission said in its annual report to Governor Cross Wednesday, December 1.

Reductions in rates during the five calendar years 1932, 1933, 1934, 1935 and 1936, computed on an annual basis, resulted in savings for that five-year period of \$3,376,305.34, according to the Commission's report.

\*\*\*

**Death of Mr. Ellis.** Frederick M. Ellis, president of the Ellis Manufacturing Company of Milldale, died at his home on the Meriden-Waterbury turnpike, Milldale, December 8, after being stricken two days previous with a heart attack while attending a meeting of Engine Company of Milldale. He was a charter member of the fire company having been active in it for 29 years.

Born in Plainville, Connecticut, June 15, 1875, Mr. Ellis moved to Milldale when a young man, and had been active in town affairs ever since.

He was chairman of the Board of Fire Commissioners, a former member of the Board of Education and of the Board of Water Commissioners in Southington. His fraternal affiliations included Meriden Lodge of Elks; Friendship Lodge, A. F. & A. M., and Triune Chapter, R. A. M.

**NAM Asks Shift in Government's Attitude.** The recent six-day conference of manufacturers at the Waldorf-Astoria (December 5 to 10 inclusive), New York, was replete with appeals by industrial leaders for action by the federal government "convincing to the people, of a changed attitude toward business," in terms of repeal or modification of laws "which have contributed to the present downward trend," and for curtailment of federal expenditures.

While a large number of speakers, many of national prominence, discussed practically all problems facing industry in the country today, the keynote of "government change in attitude toward business" was predominant in the majority of addresses and during discussion forums.

More than forty manufacturers from Hartford County alone attended, as well as a sizeable representation from other parts of the state.

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#### **Governors Demand Business Tax**

**Repeal.** One of the high points of the recent two-day conference of the New England Council at Hotel Statler, Boston, was the emphatic and united stand of the five New England governors against continuance of the undistributed profits and capital gains taxes. As chairman of the governor's group, Governor Cross said in the executive session: "We will send a telegram to all New England Senators and Representatives asking their support of our stand." Governor Cross also urged the united New England front against any proposed TVA for the region or any abrogation of state rights by the federal government in connection with flood control plans. He found "no amusement in twisting the tail of power companies, if indeed they have tails," and declared he would discover a formula "which may be reasonably satisfactory."

James W. Hook, president of The Geometric Tool Company of New Haven and president of the Council, urged a continuance of the present high level of cooperation between the six New England States.

Nearly one thousand public officials, business men and industrial men made up the largest attendance in the history of the organization. Officers were reelected for the coming year as follows: James W. Hook, president; David H. Howie, treasurer; vice president, Fiduciary Trust Company, Boston; Howard C. Rice, secretary; and



Dudley Harmon, executive vice president.

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**Pratt & Whitney Aircraft Completes Test House.** The Pratt & Whitney Aircraft, Division of United Aircraft Corporation, East Hartford, completed in November a new four chamber test house capable of testing engines twice as powerful as any in use today, or those running up to 3,000 horsepower.

Modernistic in exterior, the four test chambers are grouped around a central control room located on the upper level, which is equipped with four control desks for the operators. Built along lines which minimize noise and vibration, the exterior walls are constructed of concrete 18 inches thick, the entire structure containing 4,600 tons of concrete and 160 tons of reinforced steel. In addition, a new type of sound-absorbing acoustic material, known as calistone, is suspended in parallel rows within the intake and exhaust stacks. Although impractical to completely eliminate the noise of high powered engines running at full throttle, tests have shown that the noise emanating from the stacks of the new building when 1500 horsepower motors are running at full throttle, is substantially below that of the older test houses where smaller engines are tested. As a result of these sound proofing measures, it is readily possible to carry on a conversation in the control room with all four engines running. Observation windows in the control rooms enable operators to watch tests of motors and propellers in operation. The test house was built at a cost of more than \$200,000.

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**Sperry and Barnes Holds Open House.** The Sperry and Barnes Company, pork packers, Long Wharf, New Haven, held its second "Open House" on Sunday, November 21 with attendance far beyond its expectations estimated at from 15,100 to 16,000. This attendance exceeded by approximately 4,000 the number attending the first "Open House" held by the company in November, 1936.

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**Ingraham Company Pays Bonus.** Bonuses ranging from \$5 to a week-and-a-half's pay were paid to 2,400 employees of the E. Ingraham Company, prior to the closing of the plant on December 23, for the Christmas holiday lasting until January 3.

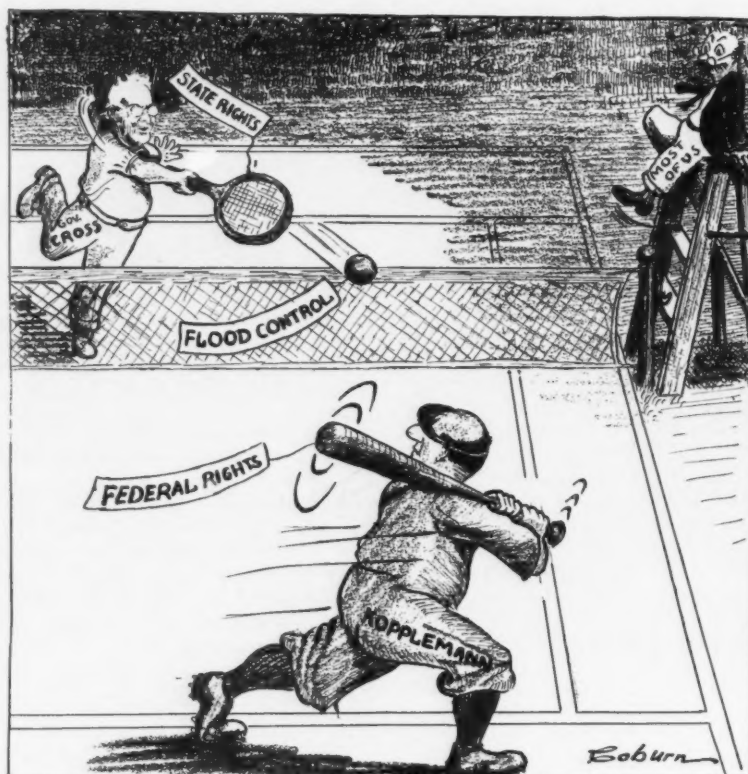
**Wilson H. Lee Honored.** Wilson H. Lee, president of the Wilson H. Lee Company, Orange, Connecticut, was given the title of life honorary chairman of the Connecticut Division, New England Council at a dinner held in his honor at 6 p. m., Friday, December 17 at Hotel Bond, Hartford.

Mr. Lee, a prominent printing and advertising executive, and gentleman farmer in the town of Orange, has the best attendance record, despite his age of 85, of any member of the Connecticut Division of the Council, and

pin, president and general manager of the company. Mr. Stoner, a graduate of Kingswood School, Sheffield Scientific School, Yale University, in 1935, and the Columbia University School of Business, entered the service of the Jacobs Mfg. Company in 1936. He is also one of the well-known amateur golfers of Connecticut.

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**Waterbury Clock Gives Christmas Bonus.** Employees of the Waterbury Clock Company, received half a week's



one of the best average records in the Council.

Willard B. Rogers, president of The Bond Hotels and prominent Council member, was host at the dinner attended by about 22 of the Connecticut Division members.

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**Stoner Made Treasurer of Jacobs Mfg. Company.** Louis B. Stoner, son of Louis B. Stoner, chairman of the board of the Jacobs Mfg. Company, Hartford, has just been elected treasurer of that company, taking over the duties relinquished by Hubert M. Top-

pay on December 23 as a Christmas bonus.

\*\*\*

**Government Survey Slated for January.** An intensive survey of the state government, with reference to personnel and services, is scheduled to start on January 10 and last more than six months. The survey is a result of action taken by the Legislative Council which has taken \$8,000 out of the budget for that purpose.

The survey will be conducted by Statute Revision Commissioner John D. Thoms, assisted by Personnel Di-

rector Harry W. Marsh. The aims, according to Mr. Thoms, are: equalization of pay levels; a reduction by as much as 50 percent in classifications; elimination of duplication of personnel and equipment; coordination of all government divisions; increased efficiency; economy.

The council is also expected to urge the 1939 Legislature to adopt neglected portions of the report of the State Reorganization Commission. Among these was a recommendation to reduce approximately 117 divisions

boards and windows. Of this first bolt factory erected in Marion, Connecticut, in 1840 and exposed to the elements until recently dismantled and erected in the office of the Clark Brothers Bolt Company, W. R. Wilbur, who published the history of the bolt and nut industry of America in 1905, said the following: "This venerable structure is one of the most interesting relics preserved in connection with earliest history of the bolt and nut industry of America; and it presents a graphic illustration of the humble

was moved to its present site, which is about 1,000 feet north of where Rugg and Barnes built it, by the Frosts, and has since been used as a wood shed on the premises of Mrs. Mary Frost, widow of Ira Frost, he being one of the L. B. Frost's Sons, and also one of the pioneers in the bolt business.

"The building is 30 feet long, 20 feet wide and the posts are 9 feet high. The forging shop was in the left hand end of the building, and the packing, shipping and storage room in the right hand end. This room occupied two-thirds of the floor space of the building.

"The name of Martin Barnes now shown on the inside of one of the doors, was evidently placed there over sixty years ago.

"The very first bolts that Rugg and Barnes turned out were made in Rugg's old blacksmith shop, but as soon as Mr. Barnes began to push the business new quarters were necessary, and they built this shop a few feet away from Rugg's blacksmith shop, which was situated on the main street in Marion and in the center of the village.

"Micah Rugg's old blacksmith shop, in which he constructed his first machine for making bolts, and where he indulged in his earlier dreams of future achievements, was kindled into flame by a fire in an adjoining building and totally consumed, in 1849."

★ ★ ★

#### Stanley Introduces "Keen-Knife."

The new No. 1299 "Keen-Knife," manufactured by Stanley Tools, New Britain, is an especially useful tool for carving, trimming and decorating fibre insulating board, for opening cartons, cutting paper, leather, auto top and upholstery materials, oilcloth, linoleum, asbestos, cardboard, rubber, rope, fabricoid and all other similar materials. Price of the "Keen-Knife" is 75¢ each.

The handle is made from cast iron, perforated with holes for lightness and finished in black japan. A fastening screw holds the two halves of the handle together. Inside the handle is a compartment for the extra razor type blades use with the knife.

Five of the razor type blades are furnished with each No. 1299 "Keen-Knife."



PHOTO of "Old Bolt Shop" front, now erected in the front lobby of Clark Bros. Bolt Co. office, at Milldale, Conn.

of the state government into 17 departments, a recommendation turned down by the General Assembly previously. The report is also expected to recommend a reduction in the number of state employees—now totaling about 8,000—and elimination of numerous duplicated services.

★ ★ ★

**Clark Brothers Bolt Company Erects Unique Display.** The Clark Brothers Bolt Company of Milldale, Connecticut, has recently reassembled and set up in the lobby of its office the front part of the first bolt factory in America, including the original

doors, their hand forged hardware, nucleus from which sprang what has become one of the most extensive and useful industrial activities of the present day.

"The building was designed and built purposely for the bolt business by Rugg & Barnes of Marion, Conn., in 1840, and was used by them as long as they were in the business. After the failure of Martin Barnes, it was sold to L. B. Frost & Sons of Marion, and was not moved from its original site until some years later. In the meantime it was temporarily used as an ivory and bone button shop. It

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## ...Listing

Copy for listing in this department must be received by the 15th of the month for publication in the succeeding month's issue. We reserve the right to refuse any listing.

## INSURANCE

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# DEPARTMENTS

## Accounting Hints for Management

Contributed by Hartford Chapter N. A. C. A.

**Cost of Sales Inventory Valuation.** The prevailing practice throughout industry of valuing inventories at cost or market whichever lower, is directly attributable to the Federal Income Tax Regulations. The application of this rule assumes that the inventory on hand represents the most recently purchased materials, i. e., "first-in, first-out" principle, where specific items cannot be identified. The Bureau has persisted in this attitude notwithstanding the financial and economic unsoundness it reflects. The result of its operation is that when prices rise, artificial profits are created which are tied up in inventory: purely paper profits which have not been realized in cash. When a recession in prices sets in competition quickly forces selling prices down to replacement cost and then historical costs are of no value in fixing prices. Under such circumstances poor showings are attributed to inventory losses. Sometimes special reserves are taken from surplus to cover them. Nothing could be more illogical and more contrary to sound business than the way many concerns handle this inventory price problem.

This gives rise to reflection on some fundamental problems. All concerns are obliged to carry a certain minimum of inventory which is almost as permanent as its capital assets. This fact explains why on some balance sheets a distinction is made between quick assets and inventories.

Current purchases of materials are made approximately as orders are received or materials put into production. It would seem sound therefor to apply current price levels to the goods manufactured. Inasmuch as quotations are usually based on present prices of materials, the sales results substantially reflect current production costs. If the cost of sales is to reflect the true results of operations the obvious conclusion is that the cost of current purchases should be used for the purpose of determining cost of sales. This represents the principle of "last in, first out." This situation is not adequately recognized for tax purposes; however, progressive management is not permitting this arbitrary regulation for tax

purposes to deter it from preparing its own statements on a sound basis.

Inventory valuations affect the balance sheet as well as the operating statement. Most concerns strive to carry only the minimum of inventory. If the inventory is of normal size, and of a volume required for current operating purposes, it is really a semi-fixed asset, and it appears proper and sound to carry it on an earlier cost basis. Bankers for credit purposes wish to know the market value of this asset, but inventory values are useful primarily for showing how much profit has been made. Their use to indicate investment or liquidating value is secondary and this purpose can be fulfilled by footnotes on the balance sheet.

We have previously observed in this column that the books of account and the financial statements submitted to management should reflect sound accounting, and should not be unreasonably dominated by regulations pertaining to tax returns. There has been some slight indication that the Bureau will be obliged to accept a broader view of the subject.

Needless to say inventory matters are individual problems and the basis herein outlined is not applicable to all industries.

\* \* \*

**Accounting for Fixed Assets.** Victor H. Stempf, C. P. A., resident partner of Touche, Niven & Company, New York, has been secured by Hartford Chapter, N. A. C. A., to speak on this topic at its regular monthly meeting, Tuesday, January 18, 1938.

## Transportation

**Coal Commission Fixes Prices.** In its order promulgated on November 30, 1937, the National Bituminous Coal Commission prescribed the minimum selling prices of bituminous coal by consuming areas. The Commission divided the country into 157 market destination areas, the state of Connecticut being allocated partly to market area number 1 and partly to market area number 2. Area number 1 includes roughly destinations on and east

of the line of the New Haven Railroad beginning at New Haven, thence northward including Wallingford, Meriden, Berlin, Hartford, East Hartford, Melrose and Broad Brook. Area number 2 includes that portion of Connecticut west of the foregoing line.

The Commission's price fixing order, effective date December 16, is expected to increase consumer cost of coal as much as forty million dollars. The level of prices for the coals known as steam grade commonly used in industrial plants is from 5¢ to 20¢ a ton higher than was proposed by the coal industry through its producer boards. A hasty survey indicates the possibility of an increase in the cost of certain grades of coal to Connecticut consumers as high as 30¢ to 40¢ per ton.

The Association's Bituminous Coal Committee and its traffic department has followed developments closely including a conference of consumers held in Washington on December 9, which was attended by N. W. Ford, traffic manager. With the best interest of Connecticut industry at heart, this committee will make recommendations which, in its belief, will minimize the effect of the Coal Commission's order to the greatest possible extent for the greatest number. The problem is made more complicated because of the state being divided into two destination areas for the purpose of price fixing.

\* \* \*

**Changes Proposed in Official Motor Freight Classification.** The Eastern Motor Freight Bureau has recently distributed a docket of proposed changes in the Official and Coordinated Freight Classifications which are scheduled for consideration at a hearing before a joint classification committee composed of the Eastern Motor Freight Bureau, Inc., and the New England Motor Rate Bureau, Inc., scheduled for the Bond Hotel, Hartford, at 10 a. m., Wednesday, December 29, 1937. Interested parties will be given an opportunity to appear either in support or in opposition to any proposals contained in the docket, such parties being informed of the hearing in the Association's Transportation Bulletin No. 547, dated December 6, 1937.

Items scheduled for consideration at this hearing include the following:

Lamp Standards; Cloth Winding Boards or Frames; Netting; Agricultural Implements; Shovels, Spades or Scoops; Advertising Window Displays; Newspapers; Mirrors, Carpet Linings, Lungs; Loud Speakers; Sad Irons; Building Woodwork; Fireplace Air Heaters and Ventilators Combined; Boxes, Stove or Range Cabinets, Closets or High Shelves; Stoves or Ranges; Veneer; Lamp Shades or Reflectors; Rubber, Dry Goods; Machinery and Machines; Carpets or Rugs; Carpets or Carpeting; and Coils.

★ ★ ★

**Classification Docket Hearing Scheduled for January.** The Consolidated Classification Committee issued its Docket No. 72 on December 11, and scheduled a hearing for Room 401, 143 Liberty Street, New York, N. Y., on January 12, for consideration of proposals for changes in rules, descriptions, ratings and minimum weights. Requests for assignment should be made upon Mr. L. W. North, Member, Official Classification Committee, 143 Liberty Street, New York City.

Members were advised of this scheduled hearing and the list of commodities upon which changes are proposed in Transportation Bulletin No. 549 dated December 13, 1937. In the same bulletin members were advised of a proposal to increase the charge for loading and unloading freight found to be subject to the carload rates from  $2\frac{1}{2}\phi$  to  $3\frac{1}{2}\phi$  per hundred pounds, such charge to be based upon the actual weight of shipment and to be applied for loading, with a like charge for unloading. This proposed change falls under Classification Rule No. 15.

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**Public Hearings Concerning Minimum Prices on Bituminous Coal.** In its Transportation Bulletin No. 550, dated December 14, the Association told of its strenuous efforts at the Washington conferences on December 9 and 10 held under the auspices of the Consumers' Council, to postpone the effective date of the proposed minimum prices set by the Bituminous Coal Commission, for at least thirty days after the scheduled effective date, and after full information and data had been furnished to the Consumers' Council. The Association's representative requested a public hearing of consumers which would afford them full opportunity to be heard upon the proposed minimum prices, with the understanding that these would be modified if the evidence warranted.

Although the Bituminous Coal Commission failed to acquiesce in the Association's request for postponement of the effective date, it did announce that a public hearing would be held starting December 21, details of which are not available as we go to press. However, it is understood that the Commission will attempt to substantiate the prices which it has proposed. All industrial users of coal who have not read the Association's Transportation Bulletin No. 550, dated December 14, and acted upon the suggestions contained therein, should do so at once in order to fully acquaint themselves with the situation.

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**ICC Revises Schedule of Hearings in Ex Parte 123.** In a notice made public Saturday, December 11, the Interstate Commerce Commission announced a revised schedule of hearings in Ex Parte 123, which supersedes the schedule outlined in the Association's Transportation Bulletin No. 548, dated December 6. The action was taken, it is understood, in an effort to speed up the proceeding. The new schedule is as follows:

At Washington, D. C., before Commissioner Porter, December 23, 1937,

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at the offices of the Commission, as to Eastern passenger fares in coaches; At Atlanta, Georgia, before Commissioner Caskie, January 6, 1938, at the Atlanta Biltmore Hotel; At El Paso, Texas, before Commissioner Splawn, January 6, 1938, at the Hotel Paso del Norte; At New Orleans, Louisiana, before Commissioner Caskie, January 10, 1938 at Hotel Jung; At Los Angeles, California, before Commissioner Aitchison, January 10, 1938, at the Offices of Railroad Commission of California; At Chicago, Illinois, before Commissioner Porter, January 10, 1938, at the Hotel Morrison; At Salt Lake, Utah, before Commissioner Lee, January 10, 1938, at the Hotel Utah; At Portland, Oregon, before Commissioner Lee, January 17, 1938; at the Multnomah County Court House; At Washington, D. C., before Division 7, January 17, 1938, at the Offices of Commission.

The final hearing that is scheduled to begin at Washington on January 17, will continue until all those desiring to present testimony have done so. This will be followed immediately by oral argument before the Commission. Those who desire to be heard at any of the scheduled hearings are requested to advise the Commission in advance of their intention and the approximate amount of time necessary for presentation of their direct testimony.

\* \* \*

**Southern Governors Amend Complaint.** The Southern Governors have recently filed an amendment to their original complaint in which the list of commodities under attack has been revised by the addition of certain new items and the elimination of those commodities which now move on class rates or some percentage relationship to the class scale from points of production in the south to Official territory. Among the items of importance to New England which have been eliminated from the list are cotton goods and related articles. Also the State of Kentucky has been deleted as a party to the complaint.

In order to follow the highly important developments in this proceeding closely that their interest may be protected, manufacturers should read Transportation Bulletin No. 552, dated December 17 and attached exhibits superseding the original exhibit "B," attached to Transportation Bulletin No. 536, dated August 4, 1937.

\* \* \*

**Arbour Elected by A. T. A.** Everett J. Arbour, New Britain, was elected a

vice president of the American Trucking Association at its annual convention held late in November at Louisville, Kentucky. As vice president, Mr. Arbour will have charge of the region comprising all New England States and is automatically a member of the executive committee.

Mr. Arbour is chairman of the board of directors of the Consolidated Motor Lines, Inc., Hartford, and is a charter member and former secretary of the American Trucking Association.

\* \* \*

**New Haven Adds Grill Cars to Equipment.** The New Haven Railroad has recently added five new streamlined grill cars to its equipment. The grill car, a new wrinkle in railroading and a highly streamlined one at that, is one which affords food and atmosphere comparable with that of standard dining cars but at cafeteria prices.

The service is facilitated by a grill counter, situated in the center of one side of the car, where patrons may choose from a variety of hot and cold dishes, sandwiches and refreshments. In one end of the car there is a separate section housing the bar where soft drinks and liquors are served. Modern in design and constructed of stainless steel with chromium trim surmounted by a section of glass, the service counter gives one the feeling that he is basking in the atmosphere of "last word" cafeteria luxury.

A hostess and two assistants are in attendance in each car, while a counter chef and a bar steward preside over the service counter and bar. Cooking facilities, necessarily compact, present a masterpiece of modern kitchen equipment engineering and designing.

The decorative scheme is one of striking beauty, combining a soft lustrous satin silver set off by paneling and trimmings of mandarin red. Extending the entire length of both sides of the car, with the exception of the center section housing the service counter, are red leather upholstered seats, accommodating more than fifty persons. Windows are hung with pearl gray and red, pleated serge drapes with Venetian blinds finished in matching colors. Facing the seats are tables, also in red and silver. At either end of the car are photo murals depicting various scenes of cosmopolitan New York, as well as rustic scenes of old New England.

In addition to being the first grill cars of their type, these cars are also the longest on any American railroad,

being 84 feet overall with an 82 foot interior. By virtue of this greater length, the swaying motion of a moving car is reduced to a minimum, thus providing greater comfort for patrons.

\* \* \*

**New England Governors' Plea Denied.** H. H. Lee, president of the Pennroad Corporation, made public, on December 12, a letter written to the governor of each New England state in which he declared the corporation could not comply with the suggestion that its stock holdings in the New Haven and Boston & Maine railroads be placed with a trustee during the New Haven's reorganization.

President Lee said in part: "The claim that the Pennroad Corporation is under Pennsylvania railroad influence, directly or indirectly, is without foundation in fact and is under prevailing conditions fanciful and absurd.

"Our directors feel, in justice to our stockholders and the voting trust certificate holders, who are widely scattered and many of them residents of New England, that they cannot comply with your request to trustee the stocks of the companies named, involving as it would considerable expense to the corporation. This does not mean that this corporation would not be glad to cooperate in any constructive project designed to benefit New England and its railroads."

## Foreign Trade

**Australia Removes Restrictions on Many Products.** The Australian Minister of Trade and Customs recently announced the removal of license restrictions on the importation of a variety of products. Among the products already freed from license restrictions are: iron and steel plates and sheets, roller and ball bearings, typewriters, motorcycles, guns and rifles, sewing machines, cameras, celluloid sheets and certain textiles.

Licenses will now be granted freely for the importation of goods non-competitive with Australian industry, regardless of the country of origin. In the case of goods considered competitive with Australian industry, the licensing restrictions will remain in force until duties adequate for the protection of the industries concerned have been determined and applied. No tariff changes are expected to occur until after the Australian Parliament reconvenes in March. Import quotas



applying on motor chassis will be retained on the present basis, it is understood.

Association members and interested parties may secure the lengthy list of articles for which orders have already been issued for licenses to be granted without restriction, by addressing the Association's Foreign Trade Department at 50 Lewis Street, Hartford.

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#### **New Marking Rule for Cuba.**

A Cuban law, effective six months after November 10, 1937, provides that all industrial products placed on sale in the Republic, whether of domestic production or imported, must bear the name and address of the manufacturer on the outside of each unit in a visible place.

The law also charges the Director of Industry of the Cuban Department of Agriculture, within the same six months' period, with determining the specifications that will govern the weight, size, unit, and packaging of industrial products of prime necessity sold to the public. Preferred attention is to be given to those articles of domestic manufacture considered of national importance, in order to promote their development and to defend them against clandestine and illegal competition. Once established, these specifications will also be applicable to similar imported products.

When specifications or requirements for particular products are issued, proper notice will be sent to exporters in the Hartford Cooperative Office area from headquarters located at 50 Lewis Street, Hartford.

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#### **Mexican Metric Markings, Applied to Consumer Market Only.**

New weights and measures restrictions will be placed upon imported products as they pass through the Mexican customs, according to a statement made by Thomas H. Lockett, American Commercial Attaché, Mexico City, November 22. In his statement, Mr. Lockett pointed out that an American exporter can use any system of weights and measures he pleases in making his shipments direct to the Mexican importer. Likewise, foreign invoices to Mexican importers can be stated in any unit of weight and measure without restriction since the stricter enforcement of the law after December 31, applies to resale to the public only.

In the case of weights and measures upon products for resale, the reseller must in some manner conceal or obliterate all measures and weights other

than the metric system. This can be done by stickers or other suitable methods. In the case of numerical markings on products, it is not necessary to cover up or conceal, for example, one dozen and place the number 12 in lieu thereof, or in short, it is not necessary to make any change in the case of numerical markings even though the products are for resale.

In the case of machine tools, machinery and other products on which weights and measures are moulded or cast, it will not be necessary to change the markings even in the case of resale.

All resale invoices within the Republic must be stated in the metric system. Officials of the Mexican Department of Weights and Measures state that all catalogs, propaganda and descriptive advertising matter must use exclusively the metric system.

Having every desire to cooperate with American manufacturers and not to impose hardships upon them, the officials in charge suggest that whenever American manufacturers are in doubt as to the method of marking, they should submit their case to the Department of Weights and Measures, Secretariat of National Economy, for special consideration in order to avoid any resale difficulties. It is believed also that where an American manufacturer finds it of greatest inconvenience to use the metric system in advertising matter, such as in the case of machine tools, that the Department of Weights and Measures will give due consideration to requests for relief from the metric marking law. As far as possible, such requests should be made through the distributor or the representative of the American company.

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#### **Dates of January and February Foreign Trade Meetings.**

The January meeting of the Foreign Trade Committee is scheduled for the Home Club, Meriden, January 20. Dinner will be held at 6:30 p. m. preceding the meeting.

The February meeting is scheduled for the Quinnipiack Club, New Haven, on February 17, with dinner at 6:30 p. m. preceding the meeting.

All exporters are cordially invited to attend either or both of these meetings. Reservations should be made well in advance for those planning to attend the dinner.

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**Review of December Meeting.** The December meeting of the Foreign Trade Committee, was held at the Nor-

walk Inn, Norwalk, Thursday evening, December 16. Those present at the meeting were James E. Bryan, chairman; Herbert F. Beebe; A. Ribadeneyra; Charles H. Engelke; Harold W. French; Harold G. Farwell, John D. Garrett and A. C. Hine of the Association staff. Guests of the committee were: Mr. Frank Goodchild, president, J. & J. Cash, Inc., South Norwalk; Mr. J. M. Wright, president, and Mr. W. H. Haines of the Electric Specialty Company, Stamford; Mr. John T. Marsh of the Bridgeport Brass Company, Bridgeport.

Important subjects on the agenda discussed at considerable length were as follows:

1. Amendment to Mexican Income Tax Law.
2. Weights and Measures Requirements in Mexico and Elsewhere.
3. Credit Conditions and General Outlook in Mexico.
4. New Cuban Marking Law.
5. Trade Agreements with Canada and United Kingdom.
6. Shortage of Exchange in Venezuela.
7. Stricter exchange regulations for Colombia.
8. Foreign Trade Publicity.
9. New Australian Customs Regulations regarding Import Licenses.
10. Round Table Discussion.

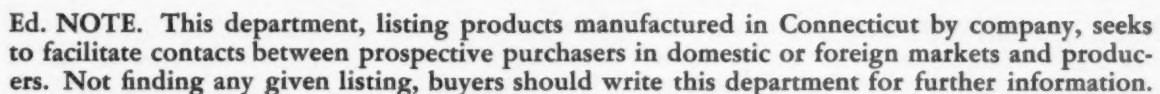
## **MEMO PAD**

**Editor's Note.** The following notes are reminders of the most important bulletins sent to members from November 22 to December 17, the closing date for the January issue of the magazine.

**Additional Insertions for Your State Unemployment Compensation Manual.** General Bulletin No. 604, dated November 26, 1937. Encloses eight sheets to be inserted according to instructions in the bulletin in the Unemployment Compensation Manual (light blue manual with black lettering opening at side).

**Old Age Benefit Tax Return (Form SS 1) Regulations Amended.** General Bulletin No. 605, dated November 29, 1937. Advises Regulations 91 pertaining to form SS 1 have been amended so that returns are to be made quarterly, instead of monthly after January 1.

(Continued on page 32)



<b>Accounting Forms</b>		New Departure Div of General Motors (ball)		Colt's Patent Fire Arms Mfg Co		Hartford	
The Baker Goodyear Co	New Haven	<b>Bells</b>		Scovill Manufacturing Co (uniform and tack fastened)		Waterbury	
<b>Accounting Machines</b>		The Gong Bell Mfg Co		East Hampton		<b>Cabinets</b>	
Underwood Elliott Fisher Co	Hartford	Sargent and Co		New Haven		The Charles Parker Co (medicine)	
<b>Acids</b>		The N N Hill Brass Co		East Hampton		<b>Cables-Wire</b>	
Naugatuck Chemical (Div of U S Rubber Prod Inc)		<b>Belting</b>		Middletown		The Wiremold Co (armored, armored lead and non-metallic sheathed cable)	
Naugatuck & 1790 Broadway		The Russell Mfg Co		Norwich		<b>Carpet Lining</b>	
<b>Adding Machines</b>		The Thames Belting Co		Meriden		Palmer Brothers Co	
Underwood Elliott Fisher Co	Hartford	<b>Benches</b>		<b>Castings</b>		The Charles Parker Co (gray iron)	
<b>Advertising Printing</b>		Howard Company (cupola fire clay)		New Haven		The Derby Castings Co (heavy bronze)	
The Case Lockwood & Brainard Co		<b>Blower Fans</b>		Hartford		The Bradley & Hubbard Mfg Co (gray iron, brass, bronze, aluminum)	
<b>Advertising Specialties</b>		Colonial Blower Co		Hartford		The Sessions Foundry Co (gray iron)	
The H C Cook Co 32 Beaver St		<b>Blower Systems</b>		Hartford		John M. Russell Mfg Co Inc (brass, bronze and aluminum)	
Scovill Manufacturing Co (Made to Order)		<b>Boilers</b>		New Haven		McLagon Foundry Co (gray iron) (zinc and aluminum)	
<b>Aero Webbing Products</b>		<b>Bolts and Nuts</b>		Milldale		The Greist Mfg Co (white metal, slush, permanent moulds)	
Russell Mfg Co	Middletown	Clark Brothers Bolt Co		Waterville		Scovill Manufacturing Co (brass and bronze)	
<b>Air Compressors</b>		<b>Bottle Bobbins</b>		Mystic		Vanadium Metals Co (brass, bronze and aluminum)	
<b>Aircraft-Repair &amp; Overhaul</b>		<b>Box Board</b>		New Haven		Union Mfg Co (gray iron)	
United Airports Div United Aircraft Corp		National Folding Box Co		New Haven		Wilcox Crittenden & Co Inc (gray iron and brass)	
Rentschler Field East Hartford		New Haven Pulp & Board Co		Montville		<b>Castings-Permanent Mould</b>	
<b>Airplanes</b>		Robertson Paper Box Co		<b>Boxes-Paper-Folding</b>		The Bradley & Hubbard Mfg Co (zinc and aluminum)	
Chance Vought Aircraft Div United Aircraft Corp		Atlantic Carton Corp		Norwich		<b>Chain</b>	
Sikorsky Aircraft Div United Aircraft Corp		S. Curtis & Son Inc		Sandy Hook		John M Russell Mfg Co Inc	
Bridgeport		M. S. Dowd Carton Co		Hartford		<b>Chains-Bead</b>	
<b>Aluminum Castings</b>		National Folding Box Co (paper folding)		New Haven		The Bead Chain Mfg Co	
Newton-New Haven Co 688 Third Avenue		Robertson Paper Box Co		Montville		<b>Chemicals</b>	
<b>Aluminum Forgings</b>		<b>Brake Lining</b>		Colt's Patent Fire Arms Mfg Co		Naugatuck Chemical (Div of U S Rubber Prod Inc)	
Scovill Manufacturing Co (small)		Colt's Patent Fire Arms Mfg Co		Hartford		Naugatuck & 1790 Broadway	
<b>Aluminum Goods</b>		The Raybestos Div of Raybestos-Manhattan Inc (automotive and industrial)		Bridgeport		Apothecaries Hall Co	
Scovill Manufacturing Co (To Order)		<b>Brass and Bronze</b>		The American Brass Co (sheet, wire rods, tubes)		Waterbury	
<b>Ammunition</b>		The Bridgeport Rolling Mills Co		Bridgeport		MacDermid Incorporated	
Remington Arms Co Inc	Bridgeport	The Bristol Brass Corp (sheet, wire, rods)		Bristol		American Cyanamid & Chemical Corp	
<b>Aromatics</b>		<b>Brass Goods</b>		Sargent and Company		<b>Chromium Plating</b>	

# IT'S MADE IN CONNECTICUT

— CONTINUED —

**Copper** (continued)  
The Bristol Brass Corp (sheet) Bristol  
Scovill Manufacturing Co (pipe and service tubing) Waterbury

**Copper Sheets**  
The New Haven Copper Co Seymour

**Copper Shingles**  
The New Haven Copper Co Seymour

**Copper Water Tube**  
Bridgeport Brass Co Bridgeport

**Corrugated Paper & Fibre Products**  
The Danbury Square Box Co Danbury

**Cork Cots**  
Sonoco Products Co (Climax-Lowell Div) Mystic

**Corrugated Shipping Cases**  
Gair Thomas Containers Div of the Robert Gair Co Inc New London

**Corsets**  
The Strouse, Adler Co 78 Olive St New Haven

**Cosmetics**  
The J B Williams Co Glastonbury

**Cotton Batting & Jute Batting**  
The Gilman Brothers Gilman  
Palmer Brothers New London

**Cotton Yarn**  
The Floyd Cranska Co Moosup

**Counting Devices**  
Veeder-Root Inc Hartford

**Cutlery**  
Remington Arms Co Inc Bridgeport  
Sta-Brite Products Corp New Haven

**Cut Stone**  
The Dextone Co New Haven

**Cutters**  
The Barnes Tool Co (Genuine Barnes) New Haven

**The Standard Machinery Co** (rotary board, single and duplex) Mystic

**The O K Tool Co Inc** (inserted tooth milling) 33 Hull St Shelton

**Dictating Machines**  
Dictaphone Corporation Bridgeport

**Die Castings**  
Newton-New Haven Co Inc 688 Third Ave West Haven

**Dies**  
The Hoggson & Pettis Mfg Co 141 Brewery St New Haven

**Die-Heads—Self-Opening**  
The Eastern Machine Screw Corp  
Truman & Barclay Sts New Haven

**Dish Washing Machines**  
The Geometric Tool Co New Haven

**Dispersion of Rubber**  
Colt's Patent Fire Arms Mfg Co Hartford

**Naugatuck Chemical** (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Draperies**  
Palmer Brothers Co New London

**Drop Forgings**  
Wilcox Crittenden & Co Inc Middletown

**The Blakeslee Forging Co** Plantsville

**Atwater Mfg Co** Plantsville

**Driers**  
American Mach & Fdry Co Crawford Oven Div (industrial) New Haven

**Druggists Sundries**  
The Seamless Rubber Co Inc New Haven

**Dyers and Finishers**  
The Aspinook Company Jewett City

**Edged Tools**  
The Collins Co (axes and other edged tools) Collinsville

**Elastic Cords & Braids**  
The Ansonia O & C Co Ansonia

**Elastic Webbing**  
The Ansonia O & C Co Ansonia

**The Russell Mfg Co** Middletown

**Electric Appliances**  
The Silcox Co 80 Pliny St Hartford

**Winsted Hardware Mfg Co** Winsted

**Electric Cables**  
Rockbestos Products Corp (asbestos insulated) New Haven

**Electric—Commutators & Segments**  
The Cameron Elec Mfg Co (rewinding motors) Ansonia

**Electric Cords**  
Rockbestos Products Corp (asbestos insulated) New Haven

**Electric Elevators**  
The Eastern Machinery Co (passenger and freight) New Haven

**Electric Fixture Wire**  
Rockbestos Products Corp (asbestos insulated) New Haven

**Electric Heating Element & Units**  
Rockbestos Products Corp (asbestos insulated) New Haven

**Electric Panel Boards**  
The Plainville Electrical Products Co Plainville

**Electric Wire**  
The Accurate Insulated Wire Co 85 Willow St New Haven

**Rockbestos Products Corp** (asbestos insulated) New Haven

**The Whitney Blake Co** (Graybar Elec Co Exclusive Distributors) Hamden

**Electrical Control Apparatus**  
The Trumbull Electric Mfg Co Plainville

**Electrical Control Equipment**  
Colt's Patent Fire Arms Mfg Co Hartford

**Electrical Goods**  
A C Gilbert Co New Haven

**Colt's Patent Fire Arms Mfg Co** Hartford

**Electrical Switches**  
Colt's Patent Fire Arms Mfg Co Hartford

**Embalming Chemicals**  
The Embalmers' Supply Co Westport

**Engines**  
Wolverine Motor Works Inc (diesel stationary marine) Bridgeport

**Pratt & Whitney Aircraft Div** United Aircraft Corp (aircraft) East Hartford

**Envelopes**  
Curtis 1000 Inc Hartford

**Eyelets**  
The Platt Bros & Co  
P O Box 1030 Waterbury

**Scovill Manufacturing Co** Waterbury

**Fasteners—Slide & Snap**  
The G E Prentice Mfg Co New Britain

**Sargent and Co** New Haven

**The Patent Button Co** Waterbury

**Scovill Manufacturing Co** (snap) Waterbury

**Felt**  
American Felt Co Glenville

**Fibre Board**  
The C H Norton Co North Westchester

**Finger Nail Clippers**  
The H C Cook Co 32 Beaver St Ansonia

**Firearms**  
Colt's Patent Fire Arms Mfg Co Hartford

**Remington Arms Co Inc** Bridgeport

**Fire Hose**  
Fabrics Fire Hose Co (municipal and industrial) Sandy Hook

**Fireplace Goods**  
The John P Smith Co (screens) 423-33 Chapel St New Haven

**The Rostand Mfg Co** Milford

**Fireproof Floor Joists**  
The Dextone Co New Haven

**Fishing Equipment**  
The Horton Mfg Co (reels, rods, lines) Bristol

**Fishing Lines**  
The Bevin-Wilcox Line Co East Hampton

**Fishing Tackle**  
The H C Cook Co 32 Beaver St Ansonia

**Flashlight Cases**  
Scovill Manufacturing Co (metal) Waterbury

**Floor Mats**  
Lambson Specialty Co (industrial & safety mats) Meriden

**Forgings**  
Clark Brothers Bolt Co Milldale

**Heppenstall Co** (all kinds and shapes) Bridgeport

**Scovill Manufacturing Co** (non-ferrous) Waterbury

**Foundries**  
Union Mfg Co (gray iron) New Britain

**Wilcox Crittenden & Co Inc** (iron brass aluminum and bronze) Middletown

**The Sessions Foundry Co** (iron) Bristol

**The Bullard Company** Bridgeport

**Foundry Riddles**  
The John P Smith Co 423-33 Chapel St New Haven

**Rolock Inc** (brass, galvanized, steel) Southport

**Furniture—Upholstered**  
Eastern Lounge Co Inc 91 West St New Milford

**Fuses**  
Colt's Patent Fire Arms Mfg Co Hartford

**Galvanizing**  
Malleable Iron Fittings Co Branford

**Wilcox Crittenden & Co Inc** Middletown

**Gears**  
The Snow & Petrelli Mfg Co (reverse and reduction) New Haven

**Glass Coffee Makers**  
The Silcox Co 80 Pliny St Hartford

**Glass Cutters**  
The Fletcher Terry Co Box 415, Forestville

**Glass Working Equipment**  
Hartford-Empire Co Hartford

**Golf Equipment**  
The Horton Mfg Co (clubs, shafts, balls, bags) Bristol

**Graphite Crucibles & Products**  
American Crucible Co Shelton

**Grinding**  
Centerless Grinding Works (production & custom) 70 Knowlton St, Bridgeport

**Grinding Wheels**  
The Bridgeport Safety Emery Wheel Co  
1302 W Broad St Bridgeport

**Hardware**  
Sargent and Co New Haven

**Wilcox Crittenden & Co Inc** (marine heavy and industrial) Middletown

**Hardware—Trailer Cabinet**  
The Excelsior Hardware Co Stamford

**Hardware, Trunk & Luggage**  
J H Sessions & Son Bristol

**Hat Machinery**  
Doran Brothers, Inc Danbury

**Headers**  
The E J Manville Machine Co Waterbury

**Heat Treating**  
The Bennett Metal Treating Co  
1045 New Britain Ave Elmwood

**The Stanley P Rockwell Co Inc** 296 Homestead Ave Hartford

**Heat-Treating Equipment**  
The Stanley P Rockwell Co Inc (commercial) 296 Homestead Ave Hartford

**The Wallace Barnes Co Div, Associated Spring Corp** Bristol

**Heating Apparatus**  
Crane Company Bridgeport

**Heating Pads**  
The Seamless Rubber Co Inc New Haven

**Highway Guard Rail Hardware**  
Malleable Iron Fittings Co Branford

**Hinges**  
Sargent and Company New Haven

**Homer D. Brounson Company** Beacon Falls

**Holists and Trolleys**  
Union Mfg Company New Britain

**Hose Supporters**  
The Ansonia O & C Co Ansonia

**Hose Supporter Trimmings**  
The Hawie Mfg Co (So-Lo Grip Tabs) Bridgeport

**Hospital Supplies**  
The Seamless Rubber Co Inc New Haven

**Industrial Finishes**  
Zapon Div Atlas Powder Co Stamford

**Industrial Ovens**  
American Mach & Fdry Co, Crawford Oven Div (all processes—batch and conveyor types) New Haven

**Insecticides**  
American Cyanamid & Chemical Corp Waterbury

**Insulated Wire Cords & Cable**  
The Kerite Insulated Wire & Cable Co Inc Seymour

**The Whitney Blake Co** (Graybar Elec Co Exclusive Distributors) Hamden

**Japanning**  
J H Sessions & Son Bristol

**Key Blanks**  
Sargent and Company New Haven

**The Graham Mfg Co** Derby

**Kitchen Tools**  
Wallace Bros Wallingford

**Knit Goods**  
American Hosiery Company New Britain

**Labels**  
J & J Cash Inc (Woven) South Norwalk

**Naugatuck Chemical** (Div of U S Rubber Prod Inc) (rubber) Naugatuck & 1790 Broadway New York

**Lacquering**  
Ball & Socket Mfg Co (film application) West Cheshire

**Lacquers & Synthetic Enamels**  
Zapon Div Atlas Powder Co Stamford

**Ladders**  
A W Flint Co 136 Haven St, New Haven

**Lamps**  
The Rostand Mfg Company (brass, colonial style & brass candlesticks) Milford

**The Greist Mfg Co** (portable, office, floor, table and novelty) 503 Blake St New Haven

**Latex**  
Naugatuck Chemical (Div of U S Rubber Products Inc) Naugatuck & 1790 Broadway New York

**Leather**  
The Geo. A. Shepard & Sons Co (hat, garment & fancy) Bethel

**Herman Roser & Sons Inc** (Genuine Pig-skin) Glastonbury

**Leather Goods Trimmings**  
The G E Prentice Mfg Co New Britain

**Locks**  
Sargent and Company New Haven

**Locks—Cabinet**  
The Excelsior Hardware Co Stamford

**Locks—Suit-case and Trimmings**  
The Excelsior Hardware Co Stamford

**Locks—Trunk**  
The Excelsior Hardware Co Stamford

**Locks—Zipper**  
The Excelsior Hardware Co Stamford



# IT'S MADE IN CONNECTICUT

— CONTINUED —

**Machinery**  
The Hallden Machine Company (mill) Thomaston  
The Bullard Company Bridgeport  
The Standard Machinery Co (bookbinders) Mystic

**Machines**  
Andrew C Campbell Div American Chain & Cable Co Inc (cutting & nibbling) Bridgeport  
The Patent Button Company Waterbury

**Machines—Automatic**  
The A H Nilson Mach Co (Special) Bridgeport

**Machines—Forming**  
The A H Nilson Mach Co (four-slide wire and ribbon stock) Bridgeport

**Malleable Iron Castings**  
Malleable Iron Fittings Co Branford

**Marine Equipment**  
The Rostand Mfg Co (portlights, deck, cabin and sailboat hardware) Milford  
Wilcox Crittenden & Co Inc Middletown

**Marking Devices**  
The Hoggson & Pettis Mfg Co New Haven

**Mattresses**  
Palmer Brothers Co New London  
Waterbury Mattress Co Waterbury

**Metal Cleaners**  
Apothecaries Hall Co Waterbury

**Metal Cleaning Machines**  
Colt's Patent Fire Arms Mfg Co Hartford

**Metal Goods**  
Bridgeport Brass Co (to order) Bridgeport

**Metal Novelties**  
The H C Cook Co 32 Beaver St Ansonia

**Metal Products—Stampings**  
J H Sessions & Son Bristol  
The Greist Mfg Co 503 Blake St New Haven  
Scovill Manufacturing Co (Made to Order) Waterbury

**Metal Specialties**  
Winsted Hardware Mfg Co Winsted  
The Excelsior Hardware Co Seymour  
The G E Prentice Mfg Co New Britain  
The American Buckle Co (sheet metal over-all trimmings) West Haven  
The Greist Mfg Co 503 Blake St New Haven

**Metal Stampings**  
The Patent Button Co Waterbury  
The Excelsior Hardware Co Stamford  
J H Sessions & Son Bristol  
The H C Cook Co 32 Beaver St Ansonia  
The Greist Mfg Co 503 Blake St New Haven

**Milk Bottle Carriers**  
The John P Smith Co 323-33 Chapel St New Haven

**Mill Supplies**  
Wilcox Crittenden & Co Inc Middletown

**Moulded Plastic Products**  
Colt's Patent Fire Arms Mfg Co Hartford

**Mouldings**  
The Wiremold Co (surface metal race-ways) West Hartford

**Moulds**  
The Hoggson & Pettis Mfg Co (steel) 141 Brewery St New Haven  
The Sessions Foundry Co (heat resisting for non ferrous metals) Bristol

**Nickel Anodes**  
Apothecaries Hall Co Waterbury  
The Seymour Mfg Co Seymour

**Nickel Silver**  
The Seymour Mfg Co Seymour

**Nippers**  
The Wm Schollhorn Co New Haven

**Nuts Bolts and Washers**  
Clark Brothers Bolt Co Milldale

**Office Equipment**  
Underwood Elliott Fisher Co Hartford

**Oil Burner Equipment**  
Wallingford Steel Co (heat resisting steel) Wallingford

**Oil Burners**  
Malleable Iron Fittings Co Branford

**Ovens**  
American Mach & Fdry Co, Crawford Oven Div (bakers' ovens—reel & conveyor types, industrial ovens—all types) New Haven

**Paints and Enamels**  
Keeler & Long Inc. Waterbury  
The Tredennick Paint Mfg Co Meriden

**Paints and Varnishes**  
Keeler & Long Inc. Waterbury

**Paperboard**  
Gair Thames Containers, Div of the Robert Gair Co Inc New London

**Paper Boxes**  
Robertson Paper Box Co (folding) Montville  
National Folding Box Co (folding) New Haven

**Paper Clips**  
The H C Cook Co (steel) 32 Beaver St Ansonia

**Paper Tubes and Cores**  
Sonoco Products Co (Climax-Lowell Div) Mystic

**Parallel Tubes**  
Sonoco Products Co (Climax-Lowell Div) Mystic

**Perfume Bases**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Pewter Ware**  
R Wallace & Sons Mfg Co Wallingford

**Phosphor Bronze**  
The Seymour Mfg Co Seymour

**Pipe**  
The Bristol Brass Corp (sheet) Bristol  
The American Brass Co (brass and copper) Waterbury  
Howard Co (cement well and chimney) New Haven  
Crane Company (fabricated) Bridgeport  
Bridgeport Brass Co (brass & copper) Bridgeport  
Scovill Manufacturing Co (copper, red brass and yellow brass) Waterbury

**Pipe Fitters' Tools & Equipment**  
The Barnes Tool Co (Genuine Barnes) New Haven

**Pipe Fittings**  
Malleable Iron Fittings Co Branford

**Plastic Products**  
The Seamless Rubber Co Inc (made of Bakelite) New Haven

**Platers**  
The Patent Button Co Waterbury  
The Plainville Electro Plating Co Plainville

**Platers—Chrome**  
The Plainville Electro Plating Co Plainville

**Platers' Equipment**  
MacDermid Incorporated Waterbury

**Pliers**  
The Wm Schollhorn Co New Haven

**Plumbers' Brass Goods**  
Bridgeport Brass Co Bridgeport  
Scovill Manufacturing Co Waterbury

**Plumbing Specialties**  
John M Russell Mfg Co Inc Naugatuck

**Polishing Wheels**  
Malleable Iron Fittings Co Branford  
The Williamsville Buff Mfg Co Danielson

**Presses**  
The Standard Machinery Co (plastic molding, embossing, and die cutting) Mystic

**Propellers—Aircraft**  
Hamilton Standard Propellers Div United Aircraft Corp East Hartford

**Pruners**  
The Wm Schollhorn Co New Haven

**Punches**  
The Hoggson & Pettis Mfg Co (ticket & cloth) 141 Brewery St New Haven  
The Wm Schollhorn Co (hand) 414 Chapel St New Haven

**Putty Softeners—Electrical**  
The Fletcher Terry Co Box 415 Forestville

**Railroad Equipment**  
The Rostand Mfg Co (baggage racks and mirrors for passenger cars) Milford

**Rayon Yarns**  
The Hartford Rayon Corp Rocky Hill

**Razors**  
Schick Dry Shaver Inc (electric) Stamford

**Reamers**  
The O K Tool Co Inc (inserted tooth) 33 Hull St Shelton

**Reclaimed Rubber**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Refractories**  
Howard Company New Haven

**Resistance Wire**  
The C O Jelliff Mfg Co Southport

**Retainers**  
The Hartford Steel Ball Co (bicycle & automotive) Hartford

**Reverse Gear—Marine**  
The Carlyle Johnson Mach Co Manchester

**Riveting Machines**  
The Grant Mfg & Machine Co Bridgeport  
The Raybestos Div of Raybestos-Manhattan Inc (brake service equipment) Bridgeport

**Rivets**  
Clark Brothers Bolt Co Milldale  
The Blake & Johnson Co (brass, copper and non-ferrous) Waterville  
J H Sessions & Son Bristol  
The Raybestos Div of Raybestos-Manhattan Inc (brass and aluminum tubular and solid copper) Bridgeport

**Rods**  
The Bristol Brass Corp (brass and bronze) Bristol

**Roof Coatings & Cements**  
Tilo Roofing Co Inc Stratford

**Roofing—Built Up**  
Tilo Roofing Co Inc Stratford

**Rubber Chemicals**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Rubber Dispersions**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Rubberized Fabrics**  
The Duro-Gloss Rubber Co New Haven

**Rubber Footwear**  
The Goodyear Rubber Co Middletown  
United States Rubber Prod Inc (Keds, Kedettes, Gaytees, U. S. Royal Footwear) Naugatuck

**Rubber Goods**  
The Connecticut Hard Rubber Co New Haven  
The Seamless Rubber Co Inc New Haven

**Rubber Latex**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Rubbish Burners**  
The John P Smith Co 423-33 Chapel St New Haven

**Safety Fuses**  
The Ensign-Bickford Co (mining & detonating) Simsbury

**Scissors**  
The Acme Shear Company Bridgeport

**Screw Machine Products**  
The Blake & Johnson Co Waterville  
Centerless Grinding Works Bridgeport  
70 Knowlton St  
The Eastern Machine Screw Corp Trumans & Barclay St New Haven  
The Humason Mfg Co Forestville  
Scovill Manufacturing Co Waterbury

**Screws**  
The Blake & Johnson Co (machine) Waterville  
Sargent and Company New Haven  
Clark Brothers Bolt Co Milldale  
The Charles Parker Co (wood) Meriden  
The Bridgeport Screw Co (wood) Bridgeport  
Scovill Manufacturing Co (cap and machine) Waterbury

**Sewing Machines**  
The Merrow Machine Co (Industrial) 2 Laurel St Hartford

**Shaving Preparations**  
The J B Williams Co Glastonbury

**Shears**  
The Acme Shear Co (household) Bridgeport

**Sheet Metal Products**  
The American Brass Co (brass and copper) Waterbury

**Sheet Metal Stampings**  
The Patent Button Co Waterbury  
J H Sessions & Son Bristol

**Shoe Laces**  
The Ansonia O & C Co Ansonia

**Signals**  
The H C Cook Co (for card files) 32 Beaver St Ansonia

**Silks**  
Cheney Brothers South Manchester

**Silverware**  
International Silver Co (tableware, nickel silver, silver plate and sterling) Meriden  
R Wallace & Sons Mfg Co (tableware, nickel silver, silver plate and sterling) Wallingford

**Silverware—Hotel & Institutional**  
International Silver Co Meriden  
R Wallace & Sons Mfg Co Wallingford

**Silverware—Plated Hollowware**  
International Silver Co Meriden  
R Wallace & Sons Mfg Co (and flatware) Wallingford

**Silverware—Sterling & Plated Trophies**  
International Silver Co Meriden  
R Wallace & Sons Mfg Co Wallingford

**Silverware—Sterling Silver Hollowware**  
International Silver Co Meriden  
R Wallace & Sons Mfg Co (and flatware) Wallingford

**Silverware—Tableware, Silver**  
International Silver Co Meriden

**Silverware—Tableware, Silver Plate**  
International Silver Co Meriden

**Silverware—Tableware, Sterling**  
International Silver Co Meriden

**Sizing and Finishing Compounds**  
American Cyanamid & Chemical Corp Waterbury

**Smoke Stacks**  
The Bigelow Company (steel) New Haven

**Speakers**  
Cinaudagraph Corp (High Fidelity for radios, motion picture houses and public address systems) Stamford

**Special Parts**  
The Greist Mfg Co (small machined, especially precision stampings) 503 Blake St New Haven

# IT'S MADE IN CONNECTICUT

— CONTINUED —

<b>Sponge Rubber</b>			<b>Textile Machinery</b>			<b>American Felt Co (felt)</b>		
The Sponge Rubber Products Co	Derby		The Merrow Machine Company 2	Laurel St		Clark Brothers Bolt Co	Glenville	
<b>Sporting Goods</b>			<b>Thread</b>			The Sessions Foundry Co (cast iron)	Middletown	
The Seamless Rubber Co Inc	New Haven		Max Pollack & Co Inc	Groton		J H Sessions & Son	Bristol	
<b>Spreads</b>			The American Thread Co	Willimantic		<b>Watches</b>		
Palmer Brothers Company	New London		The Gardiner Hall Jr Co (cotton sewing)	South Willington		Benrus Watch Co 30 Cherry St	Waterbury	
<b>Spring Units</b>			<b>Threading Machines</b>			The Ingersoll-Waterbury Co	Waterbury	
Owen Silent Spring Co Inc (mattresses and upholstery furniture)	Bridgeport		The Grant Mfg & Machine Co (double and automatic)	Bridgeport		<b>Webbing</b>		
<b>Spring Washers</b>			<b>Timers, Interval</b>			The Russell Mfg Co	Middletown	
The Wallace Barnes Co Div Associated	Bristol		The H C Thompson Clock Co	Bristol		<b>Welding Rods</b>		
<b>Spring Corp</b>			<b>Tinning</b>			The Bristol Brass Corp (brass & bronze)	Bristol	
<b>Springs—Coil &amp; Flat</b>			Wilcox Crittenden & Co Inc	Middletown		<b>Wicks</b>		
The Humason Mfg Co	Forestville		<b>Tools</b>			The Russell Mfg Co	Middletown	
The Wallace Barnes Co Div Associated	Bristol		The Hoggson & Pettis Mfg Co (rubber workers)			<b>Wire</b>		
<b>Springs—Flat</b>			141 Brewery St	New Haven		The Bristol Brass Corp (brass and bronze)	Bristol	
<b>Springs—Furniture</b>			The O K Tool Co Inc (inserted tooth metal cutting)	33 Hull St	Shelton	The Driscoll Wire Co (steel)	Shelton	
Owen Silent Spring Co Inc	Bridgeport		<b>Toys</b>			Hudson Wire Co Winsted Div (insulated & enameled magnet)	Winsted	
<b>Springs—Wire</b>			A C Gilbert Company	New Haven		The Accurate Insulated Wire Co 85 Willow St	New Haven	
The Wallace Barnes Co Div Associated	Bristol		The Gong Bell Co	East Hampton		The Atlantic Wire Co (steel)	Branford	
<b>Spring Corp</b>			The N. N. Hill Brass Co	East Hampton		The Bridgeport Screw Co (scratch brush)	Bridgeport	
<b>Stainless Steel Ware</b>			<b>Transmissions</b>			The Platt Bros & Co (zinc wire)	Waterbury	
Sta-Brite Products Corp	New Haven		New Departure Div of General Motors (variable speed)	Bristol		P O Box 1030	Waterbury	
<b>Stair Pads</b>			<b>Trucks—Lift</b>			Rockbestos Products Corp (asbestos insulated)	New Haven	
Palmer Brothers Company	New London		The Excelsior Hardware Co	Stamford		Scovill Manufacturing Co (brass, bronze and nickel silver)	Waterbury	
<b>Stamps</b>			<b>Trucks—Skid Platforms</b>			<b>Wire Arches and Trellis</b>		
The Hoggson & Pettis Mfg Co (steel)	141 Brewery St	New Haven	<b>Tube Clips</b>			The John P Smith Co	423-33 Chapel St	New Haven
<b>Stampings—Small</b>			The H C Cook Co (for collapsible tubes)	32 Beaver St	Ansonia	<b>Wire Baskets</b>		
The Wallace Barnes Co Div Associated	Bristol		<b>Tubing</b>			Rolock Inc (for acid, heat, degreasing)	Southport	
<b>Spring Corp</b>			The American Brass Co (brass and copper)	Waterbury		<b>Wire Cable</b>		
<b>Staples</b>			Scovill Manufacturing Co (copper alloys)	Waterbury		The Bevin-Wilcox Line Co (braided)	East Hampton	
Sargent and Company	New Haven		<b>Tubing—Condenser</b>			<b>Wire Cloth</b>		
E H Hotchkiss Company 10-16 Hoyt St	Norwalk		Scovill Manufacturing Co	Waterbury		The Cole-Roscoe Mfg Co	South Norwalk	
<b>Stapling Machines</b>			<b>Twine</b>			The C O Jelliff Mfg Corp	Southport	
E H Hotchkiss Company 10-16 Hoyt St	Norwalk		The Undine Twine Mills Inc	Moodus		The John P Smith Co 423-33 Chapel St	New Haven	
<b>Steel</b>			<b>Twine—Cable Cord</b>			<b>Wire Connectors</b>		
Wallingford Steel Co (strip and sheets cold rolled)	Wallingford		The Undine Twine Mills Inc	Moodus		The Wiremold Co	West Hartford	
Wallingford Steel Co (cold rolled strip and stainless)	Wallingford		<b>Twine—Chalk Line</b>			<b>Wire Drawing Dies</b>		
<b>Steel Castings</b>			The Undine Twine Mills Inc	Moodus		The Waterbury Wire Die Co	Waterbury	
The Hartford Electric Steel Co (carbon and alloy steel)	540 Flatbush Ave	Hartford	<b>Twine—Mason Line</b>			<b>Wire Dipping Baskets</b>		
Malleable Iron Fittings Co	Branford		The Undine Twine Mills Inc	Moodus		The John P Smith Co	423-33 Chapel St	New Haven
Nutmeg Crucible Steel Co	Branford		<b>Twine—Sail</b>			<b>Wire Forms</b>		
<b>Steel—Cold Rolled Spring</b>			Brownell & Co Inc	Moodus		The Humason Mfg Co	Forestville	
The Wallace Barnes Co Div Associated	Bristol		The Undine Twine Mills Inc	Moodus		The Wallace Barnes Co Div Associated	Bristol	
<b>Spring Corp</b>			<b>Twine—Trot Line</b>			<b>Wire Goods</b>		
<b>Steel Goods</b>			The Undine Twine Mills Inc	Moodus		The Patent Button Co	Waterbury	
Scovill Manufacturing Co (To Order)	Waterbury		<b>Typewriters</b>			The American Buckle Co (overall trimmings)	West Haven	
<b>Stop Clocks, Electric</b>			Underwood Elliott Fisher Co	Hartford		Scovill Manufacturing Co (To Order)	Waterbury	
The H C Thompson Clock Co	Bristol		<b>Typewriter Ribbons</b>			<b>Wire Mesh</b>		
<b>Studio Couches</b>			Underwood Elliott Fisher Co	Hartford		Rolock Inc (all meshes and metals)	Southport	
Waterbury Mattress Co	Waterbury		<b>Underclearer Rolls</b>			<b>Wiremolding</b>		
The Seamless Rubber Co Inc	New Haven		Sonoco Products Co (Climax-Lowell Div)	Mystic		The Wiremold Co	West Hartford	
<b>Switchboards</b>			<b>Vacuum Cleaners</b>			<b>Wire Reels</b>		
Plainville Electrical Products Co	Plainville		The Spencer Turbine Co	Hartford		The A H Nilson Mach Co	Bridgeport	
<b>Switchboard Wires and Cables</b>			<b>Valves</b>			<b>Wire Partitions</b>		
Rockbestos Products Corp (asbestos insulated)	New Haven		Reading-Pratt & Cady Div, American Chain & Cable Co Inc	Bridgeport		The John P Smith Co	423-33 Chapel St	New Haven
<b>Switches</b>			<b>Valves—Automatic Air</b>			<b>Wire Rings</b>		
Colt's Patent Fire Arms Mfg Co	Hartford		Beaton & Cadwell Mfg Co	New Britain		The American Buckle Co (pan handles and tinner's trimmings)	West Haven	
<b>Tableware—Stainless Steel</b>			<b>Valves—Flush</b>			<b>Woodwork</b>		
International Silver Co	Meriden		Beaton & Cadwell Mfg Co	New Britain		C H Dresser & Son Inc (Mfg all kinds of woodwork)	Hartford	
R Wallace & Sons Mfg Co	Wallingford		<b>Valves—Relief &amp; Control</b>			<b>Yarns</b>		
<b>Tableware—Tin Plate</b>			Beaton & Cadwell Mfg Co	New Britain		The Ensign-Bickford Co (jute carpet)	Simsbury	
Wallace Bros	Wallingford		<b>Venetian Blinds</b>			<b>Zinc</b>		
<b>Tacking Machines</b>			The Permatex Fabrics Co	Jewett City		The Platt Bros & Co (ribbon, strip and wire)	Waterbury	
E H Hotchkiss Company 10-16 Hoyt St	Norwalk		<b>Venetian Blind Webs</b>			P O Box 1030	Waterbury	
<b>Tanks</b>			The Russell Mfg Co	Middletown		<b>Zinc Castings</b>		
The Bigelow Company (steel)	New Haven		<b>Ventilating Systems</b>			Newton-New Haven Co Inc 688 Third Ave	West Haven	
<b>Tape</b>			Colonial Blower Co	Hartford				
The Seamless Rubber Co Inc	New Haven		<b>Vises</b>					
The Russell Mfg Co	Middletown		The Charles Parker Co	Meriden				
<b>Taps, Collapsing</b>			<b>Washers</b>					
The Geometric Tool Co	New Haven		The Blake & Johnson Co (brass, copper & non-ferrous)	Waterville				
<b>Tarred Lines</b>								
Brownell & Co Inc	Moodus							

## MEMO PAD

(Continued from page 28)

**Important Hearing on State Unemployment Compensation Act Regulations.** General Bulletin No. 606, dated December 1, 1937. Urges member attendance at hearing.

**Additional Supplements for Your State Unemployment Compensation**

**Manual.** General Bulletin No. 607, dated December 1, 1937. Encloses nine sheets for insertion in the State Unemployment Compensation Manual according to instructions in the bulletin.

**Insertions for Your Federal Social Security Act Manual.** General Bulletin No. 608, dated December 2, 1937. Encloses three additional inserts to be

filed in the Federal Social Security Act Manual according to instructions in the bulletin.

**Coal Commission Fixes Prices to Become Effective December 16, 1937.** Transportation Bulletin No. 546, dated December 2, 1937. Gives certain details on coal price increases

(Continued on page 35)

# BUSINESS PATTERN

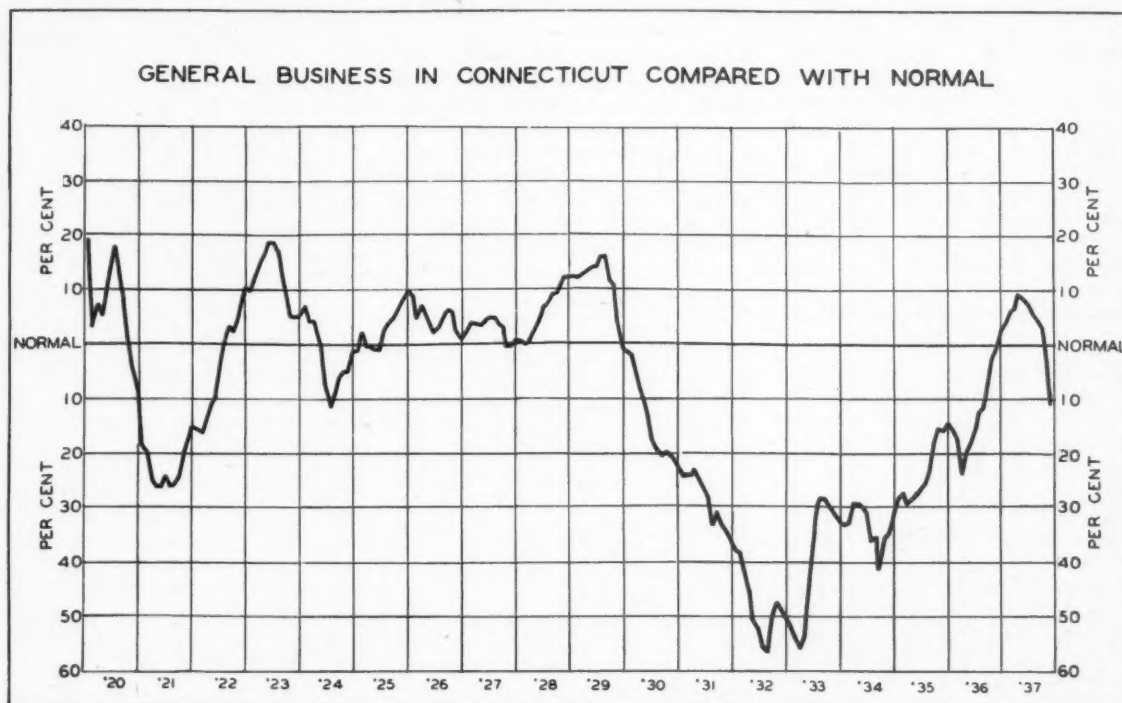
**General Summary.** During November, general business activity in Connecticut declined approximately 8 points to 11% below the estimated normal, the lowest level since June 1936. The recession which began in Connecticut in the second quarter of the year has been exceptionally sharp during the past two months, and indications for December point to a further decrease. Manufacturing production, as evidenced by data covering

47% below normal, the lowest since June 1935. Construction work in progress fell off moderately but the reduction here was less marked than in other fields. Preliminary information for December indicates a further substantial recession for the month as a whole with the composite Connecticut index falling to between 15% and 20% below normal.

Business reaction in the United States was more marked than in Con-

necticut which the index fell without interruption. Steel mill activity has leveled off after declining to 28% of capacity but trade reports indicate the possibility of a lower rate during the holiday weeks at the end of the month.

Wholesale commodity prices eased moderately during the four weeks ended December 11, the composite index compiled by the U. S. Bureau of Labor Statistics declining 1.6% during this period. The price of farm products



both the number of man-hours worked and factory employment, showed a marked contraction throughout November. Operating schedules in a large number of plants were reduced below the basic work-week and in some instances, plants were entirely closed for short periods. The latter situation was particularly true in the cotton textile industry where mill activity in November was 40% below the estimated normal compared with 4% above as recently as August. Freight carloadings originating in Connecticut decreased more rapidly than seasonally expected last month and shipments of metal, due largely to the inactivity in the basic metal industries, declined to

necticut due mainly to the drop in the production of iron and steel which was accompanied by marked curtailment in textile operations, automobile and lumber production and freight carloadings. Electric power output was the only general index to remain at the October level. New orders for machine tools, although still relatively high, were lower than in October. A further recession in business activity occurred in early December but at a less rapid rate than in the preceding month. In the second week of the month, the weekly business index of the New York Times showed a small advance, significant largely because it followed a period of thirteen weeks during

fell off 5.7%; foods, 3.5%; and all other commodities, due largely to a marked decline in textile prices, 0.4%.

The cost of living in the United States fell off 0.7% in November, the first decrease since October 1936. The decline was the result primarily of a reduction of 1.5% in the cost of food. The cost of rent, although but 0.1% below October, experienced the first month-to-month decrease in almost four years. Other items in the cost of living showed only small changes from the preceding month.

**Financial.** The number and gross liabilities of business failures in Connecticut remained at a relatively low



level during the four weeks ended December 11. New corporations formed also were low and considerably under last year. Real estate activity declined more than seasonally expected and was about equal to last year. The total value of mortgage loans showed little change from the preceding four week period.

**Construction.** The total volume of new building in Connecticut during November, as measured by the total square feet of building contracts awarded, was the same as in October but 27% below a year earlier when there was a large amount of new public works. During the past month contracts have been awarded for a 12-story addition to a department store in Hartford to cost approximately \$1,000,000, and for an addition to a New Haven factory estimated to cost \$80,000.

The total value of building contracts awarded in 37 eastern states increased over October on a daily average basis and was but 8% below November 1936. Residential and non-residential building both showed a sharp upturn from the low level of September and October.

**Labor and Industry.** As mentioned above, manufacturing activity in Connecticut declined in November. The index of the number of man-hours worked in factories fell to 0.5% above normal compared with 7.2% above in October, and the index of factory employment dropped 4 points to 3% above the estimated normal. Reports for December point to a continuation of the downward trend in November. Bridgeport plants indicated a decrease of 10% in man-hour activity from October while in New Britain there was a reduction of 12%. In New Haven, Bristol and Hartford, there were declines of 7%, 5%, and 3%, respectively. Employment in Waterbury brass factories fell 5% below the preceding month and was 8% under a year earlier. The decrease in Torrington factory employment was limited to 3% for the month and 1% for the year.

**Trade.** The index of sales by department stores, compiled by the U. S. Federal Reserve Board, stood at 91% of the 1923 to 1925 average in November against 93% in October and 93% in November 1936. Current information for December points to somewhat less than the seasonal expansion and to a total volume substantially below last year.

**Transportation.** Freight carloadings originating in Connecticut declined more than seasonally in November with the result that the adjusted index fell off 7 points to 24% below the estimated normal. Shipments of automobiles were below October contrary to the usual seasonal trend and loadings of building materials and merchandise in less-than-carload lots were also reduced.



**Ed. Note:** In this column will appear monthly, if the amount of good business literature warrants, a brief description of the books and pamphlets which, in the opinion of a business librarian and the editor, will be helpful to the business man. This month's suggestions are made by the editor.

#### **Labor's Road to Plenty—Allen W. Rucker**

The author, a nationally known pricing expert, sales counsel and practical business economist of Boston, Massachusetts, shows the comparative end result to labor and industry in unionized or regulated industry compared with more than thirty other industries in twenty-one chief industrial states, both during the boom of the twenties and the depression of 1930-35. Mr. Rucker proves his contention that the average yearly incomes of each industry in the state, average output per worker, wage rates and profits are lower in unionized or regulated industries than in non-unionized and non-regulated industries, and proves his contention by reports from the United States Wages Department; United States Census of Manufacturers and other official Federal fact-finding bodies. The author warns that unless the policy of wage regulation is abandoned there is certain to follow permanent, large-scale unemployment, the lowering of the standard of living and eventually Fascist federal control of labor and industry alike. He demonstrates an extremely simple principle of labor—compensation that can be applied individually in any plant to restore harmonious labor relations and which, he claims, will pave the way to the increase of saleable output which promises plenty for all.

"Labor's Road to Plenty" has been favorably commented upon by both editors and business executives. A reading of it is most convincing as to the economic fallacy of the wages and hours bill recently considered by Congress.

#### **How to Deal with Organized Labor—Alexander Feller and Jacob E. Hurwitz**

The book, recently published by The Alexander Publishing Co., Inc., is an informative volume of 664 pages, including appendix, table of court cases, decisions of the Labor Relations Board and Index. The authors, members respectively of the New Jersey and New York bar, have analyzed and explained today's labor situation with a view of aiding employers in the conduct of their negotiations with labor intelligently, effectively and economically. According to the publisher's statement, the authors have had extensive practice in dealing with labor disputes and are said to have settled several hundred labor disputes during the past year.

The book is divided into three parts as follows: Part I—The Labor Front; Part II—The Laws; and Part III—A Program for Management. In Part I the background and methods of the labor movement in this country are outlined. Part II outlines the background of the National Labor Relations Act together with its manifold provisions, procedure and administration. Part III is suggestive as to the part management should play in negotiating with labor representatives. Chapter VI of Part III is devoted to facts affecting the future of the National Labor Relations Board.

#### **Business Under the New Price Laws—Burton A. Zorn and George J. Feldman**

The book, recently published by Prentice-Hall, Inc., is a comprehensive and understanding study of the economic and legal problems arising out of the Robinson-Patman Act and the various Fair Trade and Unfair Practice Laws. Mr. Zorn was former Chief of Trade Practice, Compliance Division and Counsel N. R. A., New York State, and Mr. Feldman, former Federal Trade Commission Attorney. This 463 page book, including appendix and index, contains a complete and well-ordered explanation of what can be done and what can't be done under the drastic provisions of the law.

(Continued on page 35)

## FEDERAL LEGISLATION

(Continued from page 2)

### Looking Forward to Next Session

Despite the many matters left over from the special session, and from the last regular session, the most important task to be faced by the new session of Congress which convenes on January 3rd will relate to expenditures and taxation.

Coming together in the middle of a new depression, when the demands for relief money are certain to be even greater than they were a year ago and sound estimates of income should be much lower on the basis of existing taxes, the Administration and the Congress will have before it the obligation of carrying out the President's promise to balance the budget.

A budget may be balanced only in two ways, by reducing expenses, or increasing taxes, or by pursuing both remedies at the same time.

The budget presented to Congress at the beginning of the session will undoubtedly show substantial slashes, but not enough to make any radical progress in the direction of a balanced budget. It will look tremendously less than before, however, if the President carries out the suggested plan of eliminating relief money entirely from the budget and leaving that item to be covered by a special message to Congress about March 1st.

There will probably be no recommendation for increased taxes. So far as can be learned, no one has yet suggested a new field of taxation which promises large returns or a field in which present taxation can be substantially increased without danger of increasing the business depression, except by means of a sales tax and the Administration is still understood to be opposed to that form of tax.

### War Referendum and Lynching

Much as the leaders would like to do so, Congress cannot avoid bitter fights on lynching and on Representative Ludlow's proposed constitutional amendment requiring a national referendum before the United States declares war.

The lynching bill, by special order, comes automatically before the Senate when it convenes. The Southern members are determined to filibuster it to death and until there is some settlement of this bill, or an agreement to defer action upon it, the whole legislative program may be halted.

The Ludlow bill starts, apparently, with a majority in the House. It must be passed, however, by two-thirds of both houses, being a Constitutional amendment, and then must receive the support of three-quarters of all the state legislatures. The President has already declared himself against it.

Neutrality will also be considerably discussed. The policy of the new neutrality law has been completely disregarded by the executive branch of the government in its dealings with the Chinese situation, on the ground that a state of war does not officially exist between China and Japan. Efforts may be made to amend the law in order to make it apply to a situation like that now existing in the Orient.

## BETWEEN COVERS

(Continued from page 34)

In addition to a clear and specific explanation of the law, the book contains the full text of the Robinson-Patman Act, annotated, with extracts from Congressional reports and hearings. All legal citations referring to the Act are properly indexed under appropriate headings.

An outstanding and valuable feature of the book is the section devoted to specific problems, the answers to which are illustrated by examples showing the application of the Robinson-Patman Act to typical business situations.

Although in one sense an explanatory book to be read while in a receptive frame of mind in order to gain a comprehensive picture of the Act and its implications, it is far too meaty to absorb in one or even several readings. It must be used as a handy reference volume if it is to accomplish the purpose for which it was intended.

## MEMO PAD

(Continued from page 32)

ordered by National Bituminous Coal Commission.

**Proposed Changes in Official Motor Freight Classification.** Transportation Bulletin No. 547, dated December 6, 1937. Announces hearing date for consideration of changes in classification and lists items to be given consideration.

**Further Hearings in Fifteen Per Cent Case, 1937—Ex Parte No. 123.** Transportation Bulletin No. 548, dated December 6, 1937. Gives details

of hearings in this case as well as correction on recent embargo announcement concerning the Merchants and Miners Transportation Company.

**Tax Reminders.** Taxation Bulletin No. 138, dated December 13, 1937. Bulletin gives information under the following subjects: Anticipation of Profits Tax Repeal Unsafe; Returns of Information at Source; Government Securities May be Subject to Excess Profits Tax; Regulations Ready on Income Taxes Under U. S.-Canada Pact; More Rulings on Maryland Corporation Law; New York City Sales Tax Narrowed by Court.

**Miscellaneous Labor Matters of General Interest.** General Bulletin No. 609, dated December 13, 1937. Bulletin contains explanation on miscellaneous subjects as follows: Amended Workmen's Compensation Law Available; Changes in "Manufacturers' Obligations"; Saturday Morning Operations; Walsh-Healy Act Developments; Wagner Act Developments.

**Consolidated Classification Committee Docket No. 72.** Transportation Bulletin No. 549, dated December 13, 1937. Gives details of hearing date on docket as well as listing commodities upon which changes are proposed.

**Public Hearings Concerning Recently Established Minimum Prices on Bituminous Coal Scheduled to Begin December 21.** Transportation Bulletin No. 550, dated December 14, 1937. Gives details as to Association's activity in this matter as well as requesting information needed to guide the Association in its effort to minimize increases in delivered coal prices.

**Ex Parte 123—15% Case 1937—Revised Schedule of Hearings Authorized.** Transportation Bulletin No. 551, dated December 15, 1937. Gives new schedule of hearings in this case.

**Officials Ask that Employers Urge Laid-off Workers to Register at State Job Offices Now.** General Bulletin No. 610, dated December 17, 1937.

**Southern Governors Amend Complaint—I. C. C. Docket No. 27746.** Transportation Bulletin No. 552, dated December 17, 1937.

# Service Section

On account of space limitations, the material and used equipment items offered for sale by Association members have not been classified by sizes or usage best adapted. Full information will be given on receipt of inquiry. Listing service free to member concerns. All items offered subject to prior sale.

## materials for sale

CONDULETS and fittings, remnants of covering materials—velours, velvets, mohair, tapestries, denims, chintzes, and cretonnes, semi-finished and castellated U. S. S. nuts, pulleys, flat and crown face-steel and cast-iron; new shaft hangers, brass wire, brass rods, aluminum tubing, cold drawn steel—mostly hex; miscellaneous lot of material used in the manufacture of molded rubber parts and flooring, knife switches—new and many sizes; carload C. I. drop bases; lead pipe, lead sheet, acid proof pipe fittings, 124 bars screw stock varying thicknesses and lengths, white absorbent tissue process from cotton, rotary converter colors and dyes—large anneal copper with high silver content in rolls J. H. Williams' wrenches variety, lacquers—several hundred gallons in assorted colors; and soft in assorted sizes.

## equipment for sale

ANNUNCIATORS, baskets, beaders, beamers, bearings, belt stretchers, blowers, boilers, braiders, bronze runners, cans, cards, woolen; car loaders, chain, chairs, chamfer, clocks, time recorders; clock systems, colors and dyes, compressors, condulets, converters, conveyors, cookers, cooking utensils, doublers, draftsman's table, drop hammers, drops, board; drums, drying racks, dyes, engines, evaporators, extractors or percolators, fans, filtering carbon, folders, forming rolls, frames, furnaces, gears, generators, grinders, grindstones, grinding wheels, guiders, headers, lamp shades, lathes, lifters, looms, De Laski circular; machines, automatic; machines, calculating; machines, compressing; machines, dieing; machines, drilling; machines, filing; machines, filling; machines, folding; machines, knitting; machines, mercerizing; machines, milling; machines, pipe-cutting and threading; machines, pleating down; machines, riveting; machines, screw; machines, threading; machines, tongue and groove; machines, washing; mercerizer equipment; millers, mixers, mills, mills rubber; mixing rolls, motors, oil circuits; oven drawers, paints and lacquers; panels, planers, plungers, pointers, presses, profilors, pulley drives, pumps, reamers, receivers, rheostats, safe cabinets, saws, scales, screens, seamers, shapers, shears, spindles, spinning mules, steam tables, steam warmers, stitcher, 192 monitor corner box switches, tables, tanks, toilet equipment, trucks, ash can; tube clovers; wire, wire screw and yarders.

## for sale or rent

FOR RENT. In Hartford, Connecticut, units of 5,000 to 16,000 sq. ft. in fully sprinklered modern building suitable for light or heavy manufacturing. Elevator, heat, watchman service included in rental. New York, New Haven and Hartford Railroad siding available. Out of flood area. Will rent at reasonable rates. For particulars apply to Billings and Spencer Company, Nelson Smith, 71 Pearl Street, Hartford, or your own broker.

FOR SALE. One Elliott Addressing Machine in good condition. For further particulars and price, Address S. E. 95.

WANTED. A used 20 foot trailer, without furniture; one formerly used for demonstrating products would answer. Address Charles A. Post, 476 Capitol Avenue, Hartford, Conn. Tel. 2-4195.

FOR SALE. Steam Fire Pump. One "Worthington-Knowles" standard underwriters pump, 16" x 9" x 12". Capacity 750 gallons per minute or 3 good 1½" smooth nozzle streams, full speed 70 Rev. per minute. A-1 condition. It may be inspected on its present foundation. Low price for quick sale. Write Box No. S. E. 97.

FOR SALE. 1 Universal Displayer with five wings, size 26 x 43; also 2 Hooven Typewriters. Make us your best offer. Address S. E. 98.

EQUIPMENT FOR SALE. Quantity of line shafting with steel and wood pulleys. Counter shafts with loose pulleys and hangers. No. 14 Rockwood Base. Address S. E. 99.

FOR RENT IN WATERBURY. Two or three floors of 8000 ft. each in modern 100% fire sprinklered concrete building. Heat and water furnished—elevator—watchman service. Address S. E. 100.

FOR SALE. Wood Bending Business. Machinery, tools, forms, patterns and some lumber. Business now operating, but space occupied by this department required for other purposes. Sales to furniture, sporting

goods, boat building and aircraft industries. Pratt, Read & Co., Inc., Deep River, Connecticut.

WANTED MANUFACTURER. One willing to undertake the production of a new type of adding machine on a contract basis. Machine is light in weight, easily portable, contains approximately 80% fewer parts than other calculating machines and according to inventor can be made to sell for about half the price of other well-known machines which do similar work. For further details and interview address S. E. 102.

FOR SALE—SMOKE STACK. Hartford manufacturer offers smoke stack 24" in diameter and 50' long, made of steel plate with welded joints. For further details address S. E. 103.

## employment

WANTED. Opportunity in industry, B. S. degree, Trinity College, 1933. Technical education with research engineering, sales and laboratory experience. Address P. W. 390.

SALES MANAGER. Young married man in early thirties, Yale trained, who has had an excellent sales and sales management experience desires opportunity with a Connecticut or New York manufacturer whom he can serve with increasing profit to both the company and himself. Address P. W. 392.

EXPORT AND DOMESTIC SALES EXECUTIVE. A young man, 35, with 18 years' experience in handling export and domestic sales, who served one manufacturer for 11 years organizing and developing the export department into a profitable unit, desires opportunity in foreign or domestic sales department of another Connecticut or New England manufacturer. This aggressive man has also had 5 years' experience as assistant and export manager of a large shoe company, and has done sales promotion and advertising work with all companies whom he has served. His experience also includes sales promotion and advertising work for a paint company and 2 years' experience with the United States Bureau of Foreign and Domestic Commerce. For further information and interview address P. W. 393.

SINGLE MAN, 30 years old, accounting training, desires work with a Connecticut firm with a chance to advance if he proves capable. Address P. W. 394.

PLANT ENGINEER AND SUPERINTENDENT. Fifteen years' experience in general plant and equipment maintenance, purchasing, handling men, plant layout, and equipment engineering. Will give special consideration to position with air-conditioning firm. Married, 36 years old, prefer Hartford vicinity location but will accept desirable connection elsewhere. Address P. W. 395.

FINANCIAL AND MANAGEMENT EXECUTIVE. A certified public accountant in Connecticut who has had a world of past experience in charge of an office of a large national accounting firm for some eight years and several years previous and subsequent experience as a comptroller, desires to locate with a progressive Connecticut or New England concern either in the metal or textile field. For further details and interview address P. W. 396.

PERSONNEL DIRECTOR; SEASONED EXECUTIVE. Mechanical engineer, familiar all phases manufacturing; safety; vestibule training; employment welfare; hospitalization; insurance; successful handling labor problems under all conditions. Address P. W. 397.

CONTROLLER-TREASURER. Fourteen years of broad, diversified experience in general accounting, cost systems, finance, inventory control, office management, credits, taxes, insurance, etc. Competent organizer with constructive and analytical mind; outstanding record of accomplishments especially in systematizing and cost reduction. Christian, age 35, university graduate. Address P. W. 398. (3t-J. F. M.)

ENGINEER. Graduate of Harvard and of the Civil Engineering School, University of Cincinnati, who has had fifteen years' experience in architectural and highway engineering work, and who has held several executive positions, desires again to return to New England to serve a progressive company in the field of industrial engineering or sales engineering. For interview address P. W. 399.

FOREMAN OR SUPERINTENDENT. Man who served his time as apprentice machinist and toolmaker, later working up through the ranks to become foreman and superintendent of a nationally known metal working organization, desires to locate with a progressive manufacturer, preferably in Connecticut or New England, but will go anywhere in the United States for the proper opportunity. His 20 years of experience should benefit any metal working concern, especially since his salary demands are most reasonable. Address P. W. 400.



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*Established 1847*

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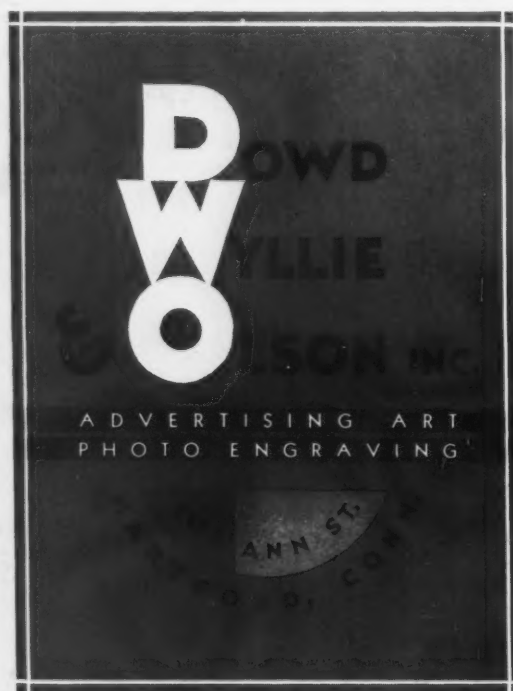
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